RICHMOND

Area Redevelopment Plan

March, 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

PUBLISHING INFORMATION

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RICHMOND AREA REDEVELOPMENT PLAN

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Preface

Area Redevelopment Plans (A.R.P.s) are planning documents, adopted by By-law, which set out a comprehensive program of land use policies and other planning proposals that help to determine and guide the future of individual communities within the City. As such, an A.R.P. is intended to supplement the Land Use By-law by providing a local policy context and, where appropriate, specific land use and development guidelines, on which the Approving Authority can base its judgement when deciding on community planning-related proposals. While districts and their accompanying rules under the Land Use By-law apply uniformly throughout the City, an A.R.P. provides a community perspective to both the existing land use districts as well as to proposed redesignations of specific sites within a community.

The expected life of the Richmond A.R.P. is ten to fifteen years. This may vary in relation to general growth trends within the City or to specific trends in Richmond. It is important, therefore, that an evaluation of the Plan's effectiveness in meeting its objectives be undertaken within five years of its approval.

Summary

The Inner City Plan approved by City Council on May 7, 1979, recommended that selected inner city communities that had no approved planning policy, have Area Redevelopment Plans prepared and implemented to provide a planning strategy for each individual community's future. While a large portion of the Richmond community (all land east of Crowchild Trail) was considered to exhibit characteristics common to the Inner City, the 1981 revisions to the General Plan categorized all of the Richmond area as being part of the Inner Suburbs. As a result of the Inner City Plan, A.R.P. preparation policy, development pressure and an increasing number of land use problems in the community, the Richmond area was subsequently designated for A.R.P. preparation in December of 1982.

Using the Council approved policies in the Calgary General Municipal Plan and the Inner City Plan as a planning framework, the Richmond A.R.P. reaffirms the policy of conservation and revitalization for the community.

The recommended policies in the Richmond A.R.P. can be summarized as follows:

LAND USE AND DEVELOPMENT

Residential

- The conservation and infill policy for Richmond is reaffirmed under the R-1 and R-2 districts, providing for the protection of existing dwellings in good repair and for the rehabilitation of those dwellings in need of repair, while encouraging infill development that is compatible in character and scale with existing dwellings.

- High priority is placed on the City applying for the Residential Rehabilitation Assistance Program (R.R.A.P.) designation for that portion of the community east of Crowchild Trail. This would be an extension of the designation as it presently applies to the Richmond area west of Crowchild Trail.

- A low density policy using the RM-2 district rules will apply to certain areas in the community with the aim of further providing for low profile family-oriented development.

- The policy of providing for a variety of housing opportunities within a medium density range under the existing RM-4 and RM-5 districts is reaffirmed. The Plan also acknowledges the one existing RM-6 site located in the community.

Transition

- A policy is provided which recognizes the existing commercial uses of two sites (Sites 4 and 7 on Map No. 3), but encourages the eventual owner-initiated redesignation to a more appropriate land use.

Commercial

- The majority of the local commercial areas under the C-1 designation are retained.

- A general commercial policy which provides for a range of commercial retail and office development in the medium density range and mid-rise form under the C-3(23) district is proposed for 17 Avenue S.W.

- The revitalization and future development of a "commercial centre" in the 33 and 34 Avenue S.W. area is encouraged. This centre is meant to serve as a commercial focal point for both the Richmond and South Calgary-Altadore communities as well as for the regional traffic on 33 Avenue S.W. The area will provide for local commercial uses on the north side of 33 Avenue and for a combination of general and local commercial uses on the south side of 33 Avenue. The aim is to provide for a structured, identifiable central commercial area which would provide for the revitalization of existing businesses while attracting new commercial development.

  The Richmond portion of the centre, located on the north side of 33 Avenue between 20 and 21 Streets, provides for a local commercial range of uses under the C-1 and C-2(12) districts.

Institutional

- The Plan contains policies which help ensure that future expansion and development of the H.M.C.S. Tecumseh occurs in a manner which is compatible with adjacent residential uses.

OPEN SPACE AND RECREATION FACILITIES

- Policies for the improvement in quality of sites, facilities and available recreational activities are provided for the following sites: the 20 Street/22 Avenue park, including the recommended addition of a bikeway rest station, picnic facilities and a tot lot; and the Richmond Sunken Gardens park, requiring redesign to incorporate options such as a jogging track, warm-up and exercise stations, picnic tables, and additional park benches and garbage receptacles.

- To ensure continued use of the 22 Street/30 Avenue and 20 Street/22 Avenue as park sites, both sites are redesignated from R-2 to P.E.

- Preparation of a feasibility study which will review Community Association facility needs is provided for. The study will examine all available options concerning the future of the existing community lease site and building located at 26 Avenue and Crowchild Trail S.W. and their respective costs and benefits and will recommend an appropriate course of action.

- The Parks/Recreation Department will undertake a study of the Richmond School site to determine what portion and location of the site should be acquired for open space should the site be declared surplus by the School Board.

SCHOOL FACILITIES

- The City of Calgary's position with respect to the provision of schools in the community is outlined and includes the following points:

  - the City would appreciate being consulted when discussions regarding closure are held between the School Board and parents, and for discussions involving potential re-use options;

  - it is desirable to have at least one public elementary school remain open within a reasonable distance of residences within the community.

TRANSPORTATION

- Except as noted below, the roadways within the community retain their existing designations.

- All streets in the area bounded by 17 and 19 Avenues S.W. and 24 and 25A Streets S.W. are recommended to be redesignated from local to collector standard to serve the adjacent commercial and medium density residential uses, while 19 Avenue S.W. between 19 and 20 Streets is proposed to be a collector standard. The remaining portion of 20 Avenue S.W. located between Richmond Road and Crowchild Trail is to be redesignated from collector to local standard.

- The possible need for action to reduce infiltration of traffic from future development in the medium density residential area into the lower density area is recognized. Such action, which would be based on monitoring of the situation by the Transportation Department and the Community Association, could include road closures along the south side of 19 Avenue. Any action would recognize similar policies and problems in the Killarney-Glengarry community.

- Implementation of the proposals west of Crowchild Trail should not be undertaken until such time as the Killarney-Glengarry A.R.P. is completed. This will ensure that the area will be treated in a consistent manner with the above noted A.R.P.

1. Introduction

1.1 STUDY BOUNDARIES

The boundaries of the Richmond A.R.P. are illustrated in Map No. 1, and may be summarized as follows:

North: 17 Avenue S.W.
East: 19 Street S.W. and 20 Street S.W.
South: 33 Avenue S.W.
West: Richmond Road S.W. and 25A Street S.W.

The boundaries of the A.R.P. are identical to the Community Association bounaries. In a strict planning sense, the area west of Crowchild Trail relates more to the community of Killarney-Glengarry. However, a decision was taken to maintain the community boundaries for the A.R.P. and to ensure that the planning for Richmond was closely coordinated with that for Killarney-Glengarry.

The A.R.P. deals with a total of approximately 169 gross hectares (416 gross acres).

1.2 GOALS

The goals of the Richmond A.R.P. are:

1.2.1 To implement the policies of the Calgary General Municipal Plan and the Inner City Plan as they apply to Richmond.

1.2.2 To reaffirm Richmond as a family-oriented community by encouraging a combination of residential preservation and rehabilitation.

1.2.3 To accommodate the development of medium density residential dwellings in selected areas.

1.2.4 To ensure a viable hierarchy of commercial uses appropriately situated to serve the community as well as neighbouring communities.

1.2.5 To optimize the quality and types of recreational and open space amenities available in the community.

MAP No. 1

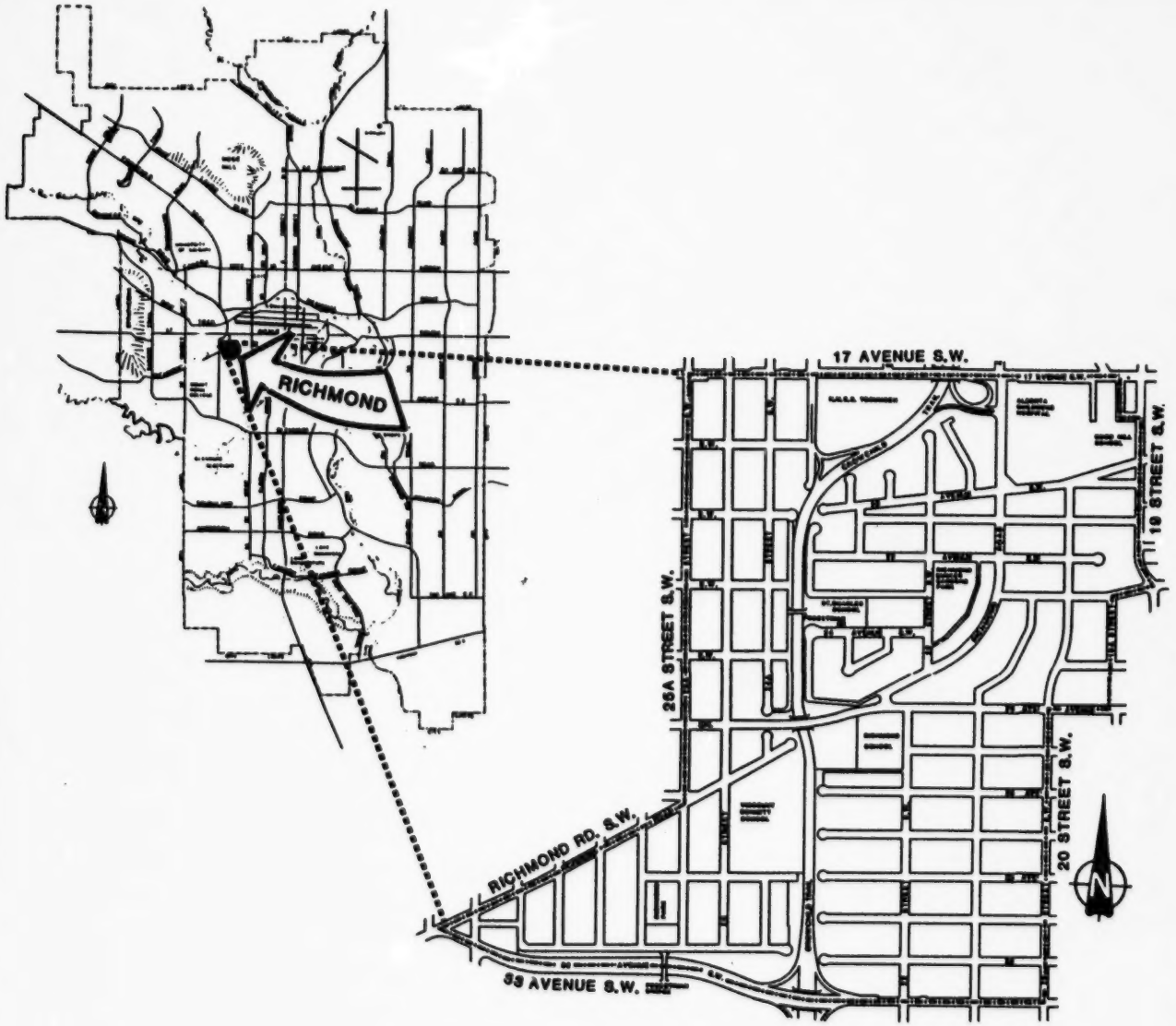
RICHMOND

TITLE

STUDY AREA

LEGEND

Community Boundary



DATE **MARCH 1986**

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

2. Land Use and Development

2.1 RESIDENTIAL

2.1.1 Objective

To preserve and enhance the established residential character of the community while identifying where compatible infill development may be accommodated.

2.1.2 Context

Located west of the downtown core, Richmond is a community displaying the characteristics of both the inner suburb/inner city areas. The community contains a concentration of low density dwellings, the dominant dwelling form being the one storey bungalow situated on a 15 metre (50 foot) lot. The majority of these dwellings were built in the 1950's for single family purposes. Since then, some conversion to two family dwellings, along with infill redevelopment on 7.5 metre (25 foot) lots, has occurred. Redesignations to permit medium density development have taken place on a limited basis in a small number of pockets adjacent to 17 and 33 Avenues, Crowchild Trail and Richmond Road. However, little redevelopment has occurred within these areas. Walk-up apartments are few in number and a significant number of single-family and converted dwellings remain.

2.1.3 Policy

Four residential land use policies are outlined for Richmond and are described in the following sections. The areas to which each of the policies apply are shown on Map No. 2. In addition, a transition policy applicable to certain specific sites and a set of general residential policies applicable to all of the residential land use policy areas are detailed. Guidelines for policy application together with specific implementation actions are described in Section 2.1.4.

Conservation and Infill

2.1.3.1 The conservation policy of the Inner City Plan is reaffirmed through a conservation and infill policy, the intent of which is to improve existing neighbourhood quality and character while permitting low profile infill development that is compatible with surrounding dwellings. This policy provides for the form and density allowed under the existing R-1 and R-2 districts. Existing structures in good repair should be protected, while structures in poor repair should be rehabilitated or replaced.

Low Density

2.1.3.2 A low density policy is intended to improve existing neighbourhood residential quality and character, as described in the conservation and infill policy, while providing for low profile family-oriented redevelopment. Acceptable redevelopment under the RM-2 district would include single and

two-family dwellings and multi-dwelling infill projects comprised of townhousing or stacked townhousing. Maximum density should not exceed 75 units per hectare (30 units per acre).

Medium Density

2.1.3.3 The medium density policy is intended to encourage redevelopment with a variety of housing types attractive not only to single adults and childless couples, but families as well. In addition to apartments, redevelopment, which provides direct access to grade or to landscaped areas as well as a proportion of units with two or more bedrooms (as specified in Section 2.1.4.4), is encouraged. Townhousing and stacked townhousing would be particularly appropriate. This policy provides for redevelopment under the RM-4 and RM-5 districts and a maximum density which should not exceed 148 units per hectare (60 units per acre) and 210 units per hectare (85 units per acre) respectively.

High Density

2.1.3.4 A high density policy is intended to provide for apartment development which does not exceed 321 units per hectare (130 units per acre). This policy allows for high density multi-dwelling units in a mid-rise form under the RM-6 district. This policy applies only to the recently developed RM-6 site located in the community, as noted in Section 2.1.4.5. Expansion of this site or redesignation of other sites to RM-6 is discouraged and would require an amendment to this plan.

Transition Policy

2.1.3.5 This policy recognizes that sites 4 and 7 noted on Map No. 3 should be amended to a land use designation different from the one that presently exists. This is due either to the nature of neighbouring sites, or because the existing use is inappropriate. The intent of the eventual transition from one land use type to another is to allow existing uses to continue until such time as a land use application is initiated by the landowner.

General Residential Policy

The following policies supplement the previously stated policy areas:

2.1.3.6 As the Richmond community area west of Crowchild Trail and the South Calgary/ Altadore community to the immediate south have been designated as Residential Rehabilitation Assistance

Program areas, the part of the Richmond community east of Crowchild Trail should also be designated as a R.R.A.P. area.

2.1.3.7 Where redevelopment occurs adjacent to Crowchild Trail S.W., it shall comply with the City Council approved "Surface Transportation Noise Policy Guidelines".

2.1.3.8 Utility upgrading and other public improvements may be required as redevelopment occurs and the costs associated with such upgrading shall be the responsibility of the developer in accordance with City policy.

2.1.4 Implementation

Development Guidelines

To reflect the intent of the residential land use policies, the following guidelines are to be considered by the Approving Authority in reviewing development applications:

	District	Land Use Policy	Development Guidelines
2.1.4.1	R-1	Conservation and Infill	o Existing designation to be retained. o R-1 guidelines as contained in the Land Use By-law to apply.
2.1.4.2	R-2	Conservation and Infill	To demonstrate compatibility of infill with surrounding development, both in character and scale, the following is to be encouraged: a) front yard setback similar to surrounding properties; b) retention of existing mature vegetation wherever possible; c) front building entry; d) compatible roofline orientation and slope; e) compatible building scale, mass and height; f) similar building finishing materials and external appearance; and g) indication of parking location on development permit application.
2.1.4.3	RM-2	Low Density	To demonstrate compatibility of new development with surrounding development, the following is to be encouraged:

1. For single and two-family dwellings, development guidelines as set out in Sections 2.1.4.1 and 2.1.4.2.

2. For multi-family development:

   a) front yard setback similar to surrounding properties;
   b) front yards used as landscaped space or amenity area and not for provision of parking;
   c) retention of existing mature vegetation wherever possible;
   d) front building entry;
   e) berming or raised planting beds in combination with trees, shrubs and fences to screen surface parking and amenity areas;
   f) compatible roofline, orientation and slope;
   g) building finishing materials, colour, design detail, and facade articulation respecting surrounding building character;
   h) provision of 1.25 resident parking spaces and .15 visitor parking spaces per dwelling unit.

2.1.4.4 RM-4, RM-5 — Medium Density

The following is to be encouraged:

a) provision of a landscape site design that:

- retains existing mature vegetation wherever possible
- indicates front yards as landscaped space or amenity area and not for parking provision
- provides for underground parking wherever possible
- utilizes berming or raised planting beds in combination with trees, shrubs and fences to screen surface parking and private amenity areas
- indicates parking that is accessed from paved lanes

b) provision of a building design that:

- has a scale, mass and height that does not adversely affect adjacent conservation and infill development, and which allows adequate sunlight penetration to adjacent development
- contains building finishing materials, colour, design detail, facade articulation and roofilines which respect the character of adjacent buildings
- ensures enclosure or adequate screening of mechanical ventilating and plant equipment

c) a variety of housing types;
d) provision of a minimum of 50% 2 or more bedroom units in all developments;
e) provision of .15 visitor parking spaces per dwelling unit in addition to minimum parking requirements of the Land Use By-law for different dwelling types;
f) provision of signage easily read from the road to clearly identify access to, and location of, visitor parking.

2.1.4.5 RM-6 High Density — Development guidelines as set out in Section 2.1.4.4.

Action Required

To implement the residential land use policies the following actions are required. Refer to Map No. 3 for site location.

	SITE	EXIST. DESIGN.	LAND USE POLICY	PROPOSED DESIGNATION/IMPLEMENTATION
2.1.4.6	1.	DC(238) and C-1	Residential Conservation and Infill	Site now part of Crowchild Trail S.W. right-of-way and to be redesignated to dominant surrounding designation of R-2.

2.	C-3	Residential Conservation and Infill	Site now part of Crowchild Trail S.W. right-of-way and to be redesignated to dominant surrounding designation of R-2.
3.	DC (93)	Residential Conservation and Infill	Site to be redesignated to R-2 as development of the site for a restaurant with dwelling accommodation is inappropriate given access is now provided from 24A Street, a local residential road, and not from Richmond Road.
4.	C-3	General Commercial/ Residential Conservation and Infill	o Existing land use designations to be retained; however, Transition Policy applies encouraging redesignation to Residential Conservation and Infill due to re-orientation of site to a local residential road. o Owner initiated applications for redesignation to R-2 do not require amendment to A.R.P.
5.	RM-4	Residential Low Density	Sites to be redesignated to RM-2 to provide for lower scale transition between the RM-4 apartments to the north and the R-2 single-family and two-family to the south.
6.	R-2	Residential Low Density	Sites to be redesignated to DC (RM-2) to provide for low scale multi-family transition area between the R-2 single-family and two-family to the west and Crowchild Trail to the east.
7.	C-1	Local Commercial/ Residential Low Density	o Existing land use designation to be retained; however, Transition Policy encouraging redesignation to Residential Low Density due to restricted access and orientation to local residential road and area. o Owner initiated applications for redesignation to RM-2 do not require amendment to A.R.P.

8	R-2	Residential Medium Density	Site to be redesignated to RM-4 to provide transition between the R-2 single-family and two-family residential area to the west and the intersections of 24 Street and Crowchild Trail to the immediate east.
9.	R-2	Residential Medium Density	o Site to be redesignated to RM-4(75) to continue the transition area of Site 8 above, but with a density modification due to the odd shape of the parcel and restricted access from the cul-de-sac of 20 Avenue. o Land Department to put property up for sale to permit private development.
10.	PE	Residential Medium Density	Sites to be redesignated to RM-5 in order to return sites to original appropriate designation removed in error during preparation of the Land Use By-law.

- City of Calgary to make application to the Federal Government to have that portion of Richmond Community located east of Crowchild Trail designated as a R.R.A.P. area.

- The Engineering Department, in consultation with the community and within one year of adoption of the Richmond A.R.P., should review the community's local improvement needs. Any recommended upgrading would be the subject of Local Improvement By-laws on an area by area basis.

2.2 COMMERCIAL

2.2.1 Objective

To clearly establish the extent and role of commercial areas within the community, and to encourage commercial development that relates in appearance, scale and function to the surrounding residential areas.

2.2.2 Context

The majority of commercial development in Richmond serves local needs and is auto-oriented with minimal sidewalk pedestrian activity. Several small strip shopping centres and small commercial nodes are scattered through the community. There are two commercial strips, one on 17 Avenue S.W. and one on 33 Avenue S.W., which are underdeveloped and for the most part consist of local and regional auto-oriented uses. Typically, development in these areas consists of one and two storey, flat roofed, stucco buildings containing personal service businesses such as banks, restaurants, dry cleaners and convenience stores. In addition, there are a few offices and automotive service stations.

2.2.3 Policy

Two categories of commercial land use policies are appropriate for the community: local commercial and general commercial (Map No. 2). Guidelines for their application, together with specific implementation actions, are described in Section 2.2.4.

Local Commercial

2.2.3.1 The local commercial policy is intended to provide for goods and services catering to the needs of surrounding neighbourhoods. Typical uses would include banks, dry cleaners, hardware stores, small offices and shops, restaurants, retail food stores and automotive services.

33 Avenue

2.2.3.2 A "commercial centre" is proposed for 33 and 34 Avenues S.W. between 19 and 21 Streets S.W. as shown on Map No. 4. The centre straddles the boundary of the Richmond and South Calgary/Altadore communities and is envisaged as a revitalized commercial focal point serving the two communities as well as the regional traffic on 33 Avenue S.W. The area will provide for local commercial uses on the north side of 33 Avenue and for a combination of general and local commercial uses on the south side of 33 Avenue. Development guidelines relating to building design and mass and traffic impact are provided

to prevent negative impact on adjacent residential development. A local auto-oriented commercial policy as set out in the Inner City Plan is reaffirmed for the Richmond portion of the centre. Local commercial uses, as noted in Section 2.2.3.1, should be encouraged in the form and density allowed under the C-1 district, with the exception of Site 13 where the C-2(12) district shall apply. The intent of including the C-2(12) district within the local commercial policy is to acknowledge the existing use on the site, while ensuring the scale of development meets the intent of the "commercial centre" concept.

Remainder of Community

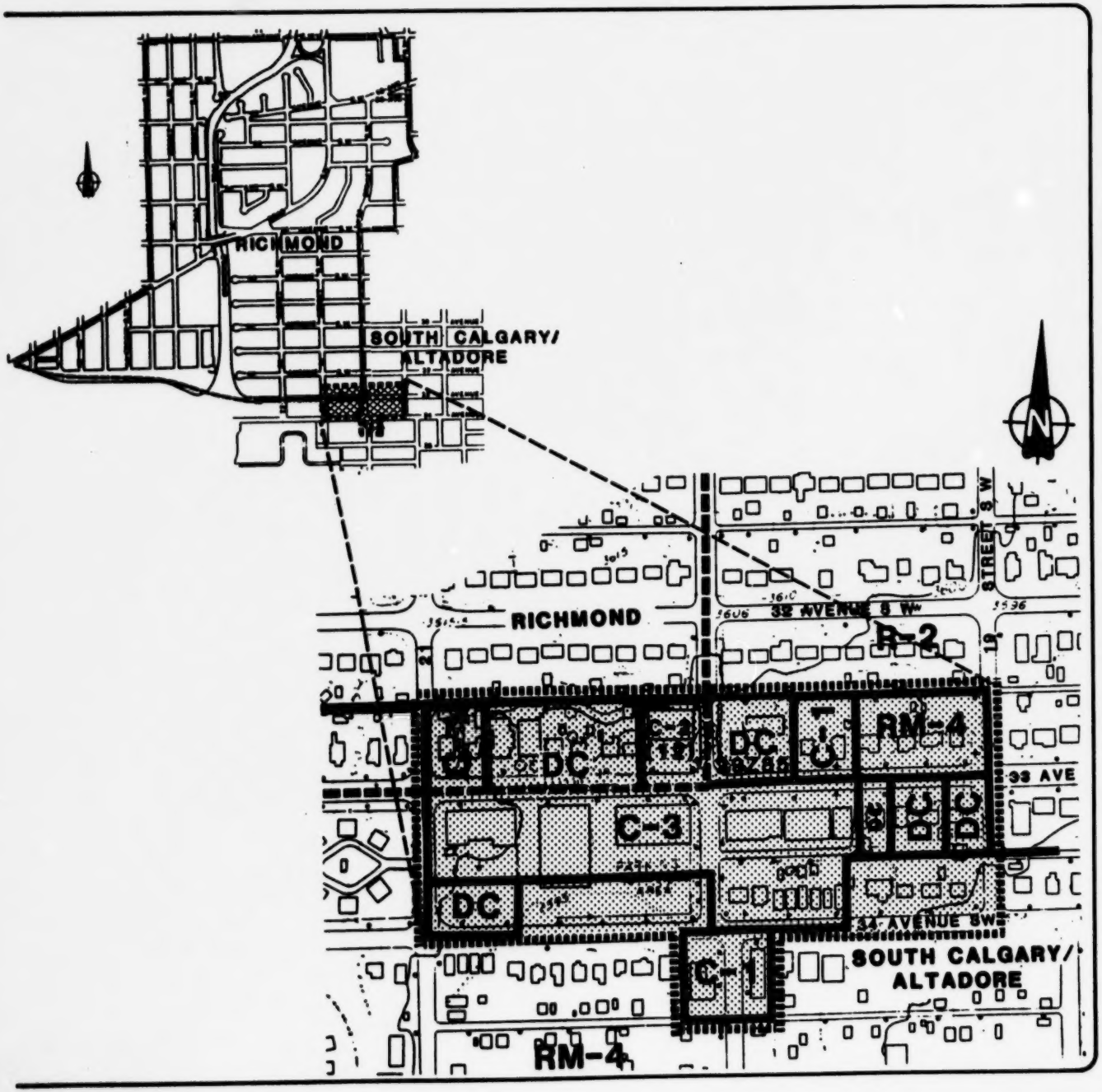
2.2.3.3 A local commercial policy is reaffirmed for all of the existing local commercial areas in the community, as shown on Map No. 2, with the exception of Sites 4 and 7 of Section 2.1.4.6. These sites are considered to be viable and serve the needs of the surrounding neighbourhoods well. The C-1 district and the uses cited in Section 2.2.3.1 are considered to be appropriate.

General Commercial

2.2.3.4 The general commercial policy is intended to provide for a wide variety of goods and services which cater to the needs of a broad population base on a quadrant or city-wide basis. Typical uses would include specialty shops and services and office/retail uses. Mixed-use development, including residential use, may also be appropriate.

17 Avenue

2.2.3.5 Provision for a range of commercial retail, office and mixed use development shall continue to apply to 17 Avenue S.W., between 24 and 25A Streets S.W., under the general commercial policy. Development in the medium density range and in a mid-rise form under the C-3(23) district should be encouraged. Auto-oriented uses, which normally involve extensive front yard parking such as auto body/paint shops, automotive sales/rental/ specialties/ services, drive-in businesses and motels, should be discouraged. New development could include the elements of a pedestrian shopping strip, such as ground floor retail with residential/office above, and the provision of pedestrian-oriented amenities.



RICHMOND

MAP No. 4

TITLE
COMMERCIAL CENTRE

LEGEND

- Commercial Area
- Community Boundary
- Commercial Centre Boundary

DATE
MARCH 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 200' 400'
0 60m 120m

2.2.4 Implementation

Development Guidelines

To reflect the intent of the commercial land use policies, the following guidelines are to be considered by the Approving Authority in reviewing development applications:

	District	Land Use Policy	Development Guidelines
2.2.4.1	C-1	Local Commercial	To demonstrate compatibility of new development with adjacent residential and other development within the commercial centre, the following is to be encouraged: a) parking and access located in front of development are to be appropriately screened with a combination of berming, fencing and landscaping; b) service access provided only from rear paved lane.
2.2.4.2	C-2(12)	Local Commercial	Development guidelines as in Section 2.2.4.1 to apply.
2.2.4.3	C-3(23)	General Commercial	o The following is to be encouraged: a) provision of underground parking wherever possible; b) access to parking and loading areas from paved laneways;

c) building design that ensures a reasonable transition in building mass between the proposed development and adjacent residential areas, and that maximizes residential privacy.

- Where new development includes retail at grade, the following is to be encouraged:

  a) individual at grade retail entrance;
  b) design features such as: clear glazing for store front windows, weather protection for pedestrians, arcades and canopies and pedestrian scale signage;
  c) at grade landscaping and street furniture.

Action Required

To implement the commercial land use policies the following actions are required. Refer to Map No. 3 for site location.

	SITE	EXIST. DESIGN.	LAND USE POLICY	PROPOSED DESIGNATION/IMPLEMENTATION
2.2.4.4	11.	RM-4	Residential Medium Density/Local Commercial	o Site to be redesignated to D.C. with guidelines permitting either residential development under RM-4 rules with retail at-grade or local commercial development.

12.	C-1	Local Commercial	o Existing land use designation to be retained. o Land Department to place site for sale or lease to permit private development.
13.	C-3	Local Commercial	Site to be redesignated to C-2(12) confirming the local commercial policy of the Inner City Plan and the intent of creating a revitalized commercial centre on 33 Avenue S.W.
14.	C-3	General Commercial	Sites to be redesignated to C-3(23) to meet the intent of the general commercial policy for 17 Avenue S.W. A height control of 23 metres provides for development that will be compatible in scale with the existing adjacent RM-6 and DC sites, and the RM-4 area to the south.
15.	RM-4	General Commercial	Sites to be redesignated to C-3(23) to meet the intent of the general commercial policy for 17 Avenue S.W. A height control of 23 metres provides for development that will be compatible in scale and use with the existing adjacent RM-6 and D.C. sites, and the RM-4 area to the south.

- The Engineering and Planning & Building Departments, in consultation with 33 Avenue S.W. businesses and the Richmond and South Calgary/Altadore Communities, should budget for the preparation of an improvement plan for the 33 Avenue S.W. commercial centre. The plan should be tailored to the needs of the commercial centre and the two communities, and should include an agreed upon phasing program and cost sharing formula or be on a local improvement basis.

  The following elements should be considered in the improvement program:

  - removal of overhead powerlines;
  - sidewalk reconstruction using concrete and brick paving materials;
  - street tree planting;
  - pedestrian-scale light standards;
  - creation of attractive sitting areas in selected locations which would provide pedestrian services (e.g., bus shelters, telephone booths, litter bins, information kiosks) and additional landscaping;
  - improved definition of pedestrian crosswalks (e.g., pedestrian activated crosswalks, and bollards to deter mid-block crossings).

2.3 INSTITUTIONAL

2.3.1 Objective

To continue to accommodate existing regional institutional facilities in the community in a manner which ensures their compatibility with neighbouring uses and with the community as a whole.

2.3.2 Context

There are two large regional institutional uses located within the community: the H.M.C.S. Tecumseh site on 17 Avenue west of Crowchild Trail S.W., and the Alberta Children's Hospital site on Richmond Road and 17 Avenue S.W. Since 1944 the H.M.C.S. Tecumseh site has accommodated a naval reserve training centre. In 1981, a portion of the centre was destroyed by fire; however, a new facility and redesigned site layout has been approved by the Department of National Defence and completion is scheduled for 1986.

The first building on the Children's Hospital site was opened in 1952 with major building additions completed in the 1970's and early 1980's. The hospital is a regional health centre for Southern Alberta and provides a broad range of health services for children and their parents, including a school, a children's research centre and a child health centre. The more recent expansions have resulted in increased traffic flow and on-street parking congestion on neighbouring residential streets. Further expansion of the hospital in the long term is anticipated.

2.3.3 Policy

One institutional policy is described in the following section and is shown on Map No. 2. In addition, guidelines for its application, together with specific implementation actions, are described in Section 2.3.4.

2.3.3.1 The institutional policy ensures that the two large existing regional institutions continue to be accommodated, while providing for future expansion which does not adversely affect adjacent residential areas. This policy provides for the form and density allowed under the P.S. district. Building design and site layout which is sensitive in terms of scale and traffic/parking intensity should be encouraged.

2.3.4 Implementation

Action Required

To implement the institutional land use policy the following actions are required. Refer to Map No. 3 for site location.

SITE	EXIST. DESIGN.	LAND USE POLICY	PROPOSED DESIGNATION/IMPLEMENTATION
17.	P.S.	Institutional	o Existing land use designation to be maintained. o Land Department to sell site and lane to the Hospital to permit future expansion of Hospital research centre. o Land sale would include dedication to the City of the required 17 Avenue S.W. setback. o Hospital is responsible for lane closure application and consolidation of these properties with appropriate adjacent hospital property.
18.	RM-5	Institutional	o Hospital owned site presently containing a house used for office purposes is to be redesignated to P.S. to allow for future expansion of the research centre. o Hospital responsible for dedication to the City of the required 17 Avenue S.W. setback and consolidation of property with the appropriate adjacent hospital property.
19.	R-1	Institutional	Site to be redesignated to P.S. to acknowledge the existing institutional use of the H.M.C.S. Tecumseh as well as providing for anticipated future expansion.

3. Open Space and Recreaction

3.1 Objective

To provide for high quality community open space and recreation facilities and to ensure that the use of these facilities is maximized through the provision of a broad range of appropriate community activities.

3.2 Context

The Richmond community has six park/open space sites, which provide a combination of active and passive areas including grassed open space, playing fields and children's play areas. In addition, there are four schools in the area: three elementary - St. Charles (separate), Richmond and Knob Hill (public) - and one public junior/senior high - Viscount Bennett which provide open space as well. While the amount of open space per person and quality of this space is presently considered above City standards, there are several areas of concern. The existing Community Association building is in very poor condition and in a less than optimum location in terms of adequately serving the Community's needs. Certain park/open space sites do not appear to serve the community as well as they could. Two of the park sites and three of the school sites are designated R-1 or R-2 with the school sites owned outright in fee simple by the respective school boards and the St. Charles school is presently closed.

3.3 Policy

One land use policy is appropriate for the community's open space and recreation facilities as described in the following section. In addition, specific actions for the implementation of these policies are described in Section 3.4.

Site/Facility Improvement

3.3.1 The use of existing open space land and recreation facilities presently under public ownership should be maximized through a program of selective site and facility upgrading. The intent of this improvement policy is to ensure that: existing open space sites are designated appropriately to ensure continued park use, the existing sites and facilities are of high quality and the activities provided by these sites serve the community's specific recreational needs.

3.3.2 To maintain sufficient open space in a suitable distribution across the Richmond community, should the Richmond Elementary School be closed and declared surplus, the City of Calgary intends to enter into negotiations to acquire a portion of the site for open space purposes.

3.4 Implementation

Action Required

To implement the recreation and open space policy the following actions are required:

	SITE	EXIST. DESIGN.	LAND USE POLICY	PROPOSED DESIGNATION/IMPLEMENTATION
3.4.1	20.	R-2	Open Space and Recreation	o Existing City-owned park site to be redesignated to P.E. to acknowledge existing use and designated as Municipal Reserve (M.R.). o Parks/Recreation Department to develop landscaping and site plan in consultation with the community. Options examined should include the creation of a bikeway rest area, including bike storage, warm-up, picnic and rest areas with benches and garbage receptacles. o Parks/Recreation Department to prepare cost estimate of recommended site plan for submission to Council through normal budget process.
	21.	R-2	Open Space and Recreation	Existing City-owned park site to be redesignated to P.E. to acknowledge existing use and designated as Municipal Reserve (M.R.).
	22.	PE	Open Space and Recreation	o Existing land use district to be retained. o Parks/Recreation Department to develop site plan, in consultation with community. Options examined should include:

a) jogging track with warm-up and exercise stations;
b) addition of picnic tables;
c) additional park benches and garbage receptacles.

- Parks/Recreation Department to prepare cost estimate of recommended site plan for submission to Council through normal budget process.

23. PE — Open Space and Recreation

- Existing land use designation to be retained and the site to be designated Municipal Reserve (M.R.).
- Planning & Building and Parks/Recreation Departments to prepare feasibility study for consideration by City Council, of all options relating to rehabilitation or relocation of Community Association facility. Study should include:

a) consultation with community;
b) analysis of facility and site; study of all available options for facility, including rehabilitation, relocation and site redesign;
c) cost/benefit analysis of various options;
d) recommendations concerning best option, its cost and implementation timeframes.

24. R-1 — Conservation and Infill

- Existing land use designation to be retained.
- Transportation Department to conduct duration and vehicle residency surveys in the area immediately around the Viscount Bennett School site to determine if the site meets the guidelines for the establishment of a restricted parking zone. In addition, the Planning & Building Department should monitor the need for parking lot expansion to meet the parking demand generated by the Continuing Education Program taking place in the school.

3.4.2 The City of Calgary and the Calgary Board of Education will undertake a joint study of the Richmond school site to determine the precise amount of land needed for open space purposes at the time of the site being declared surplus. by the School Board.

3.4.3 That City Council states its intention that should the Richmond School be closed, the City will exercise its right of first refusal and enter into negotiations to acquire about one-half of the site from the Calgary Board of Education. Upon purchase the portion of the site acquired with monies from the Reserve Fund will be registered as reserve land.

3.4.4 The Parks/Recreation Department in conjunction with the Community Association undertake a Needs and Preference Study in the community within one year of the approval of this A.R.P. The Study results will identify and address the community's and City's concerns with open space and recreation.

4. School Facilities

4.1 Objective

To declare a City position with respect to the provision of school facilities in the Richmond Community and to help minimize the negative impact on the community of possible school closures.

4.2 Context

One of the goals of the Richmond A.R.P. is to reaffirm the community's role as a family-oriented neighbourhood. In order for this role to be continued, provision of services which caters to the family are considered to be essential. Schools, especially elementary schools, are viewed in that manner.

The community has two operating public elementary schools, Knob Hill and Richmond both of which were subject of recent debates on closure. The Killarney, Sunalta and King Edward schools have been recommended by the Calgary Board of Education as designated schools should these closures occur. The St. Charles Separate Elementary School is closed. The Viscount Bennett Senior High School is presently operating as a continuing education facility.

St. Charles, Richmond and Viscout Bennett school sites are "non-reserve" lands as defined by the Joint Use Agreement (1985). Retention of any of these sites as part of the community open space system after the relevant school board has declared the site as surplus would require acquisition of the site from the school board and redesignation of the site for parks purpose.

With regard to school closures it is expected that the school boards would undertake consultation involving parents, school staff and community members in regard to program limitations related to low enrollments. Mutual agreement would be sought to ensure that closure and consolidation is required to improve the quality of the educational program.

Richmond would have an above standard amount of open space based on Parks/Recreation Department guidelines if the school sites were declared surplus and disposed of. However, there is an unequal distribution of open space within the community. To address the distribution problem the City should acquire about one half of the Richmond School site which would complement the existing Community Association site. The remainder of the site would maintain its present land use designation of R-2. A policy reflecting this recommendation is included in the Open Space and Recreation, Section 3.

4.3.1 The City of Calgary's position with respect to the provision of school facilities in the Richmond Community is as follows:

- the City would appreciate being consulted when discussions between the Public School Board and area parents relating to possible closure of a community school are undertaken. The City will offer input to the School Board relating to planning policies, population trends and community impact of a possible closure;

RICHMOND

MAP No 5

TITLE
COMMUNITY AND AREA SCHOOLS

LEGEND

- Calgary Board of Education
- Seperate School Board
- Community Boundary

DATE
MARCH 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1500' 3000'
0 450m 900m

- the City would be consulted with regard to reuse options for particular school sites considered for closure;

- it is the City's position that, whenever possible, school buildings which have been closed should be reused for community related activities. Redesign and renovation of the building should not be of a nature which would preclude the building's return to school use if the child population in the community returns to appropriate levels;

- due to the importance to the health, age group, balance, and attractiveness to young families of a viable school program, at least one public elementary school be available within a reasonable distance for Richmond residents;

- the Viscount Bennett and St. Charles School sites are not required for future open space needs. About one-half of the Richmond school site will be required for open space purposes (see 3.4.2), with the remainder of the site retaining its present designation of R-2.

4.4 Implementation

4.4.1 Upon adoption of this Area Redevelopment Plan, the City Clerk will forward a copy of the position with respect to the provision of school facilities in Richmond to the Calgary Board of Education.

4.4.2 Upon the completion of the joint study outlined in Section 3.4.2, appropriate redesignations would occur for the Richmond School site.

5. Transportation

5.1 Objective

To provide for the continuance of a pleasant and safe community environment by ensuring:

- reasonable access and egress to and from the community; and
- control of traffic flow and on-street parking congestion generated by intense development.

5.2 Context

Richmond is bisected north-south by the Crowchild Trail expressway which is six lanes wide with overpasses that control access to and from the area. 17 and 33 Avenues provide the only direct access/egress from the community onto/from Crowchild Trail. The community is well served by 17 Avenue (a major street) and 33 Avenue (a major street west of Crowchild Trail and a collector street east of Crowchild Trail) on the north and south periphery respectively. The existing collectors of Richmond Road, portions of 20 Avenue and 26 Avenue also provide good east-west movement through the community. With the exception of three areas, the remainder of the community's road system is considered to operate satisfactory. These three areas are between 17 and 19 Avenues S.W.from 24 to 25A Streets; 27 and 28 Streets between 33 Avenue and Richmond Road; and 33 Avenue in the heart of the proposed commercial centre, all of which are proposed for modifications, either in designation or design.

5.3 Policy

The following hierarchy of appropriately designated roads, together with the selected road and lane closures, proposed road and lane improvements and other implementation actions listed in Section 5.4, are intended to control present local and regional traffic flow, provide flexibility for the transportation needs of new local and regional development, and ensure that the community's public transit needs are well served.

5.3.1 The designations of the roadways within the community are set out below from the current designations.

<u>Expressways</u>:

- Crowchild Trail

<u>Major Roads</u>:

- 17 Avenue S.W.
- 33 Avenue S.W. (between Crowchild Trail and 30 Street S.W.)

<u>Collector Roads</u>:

- Richmond Road S.W.
- 19 Avenue S.W. (between 20 and 19 Streets S.W.)*
- 26 Avenue S.W.
- 20 Street S.W. (between 26 and 33 Avenues S.W.)

- o 33 Avenue S.W. (between 24 and 20 Streets S.W.)
- o 27 Street S.W. (between 33 Avenue and Richmond Road S.W.)*
- o 28 Street S.W. (between 33 Avenue and Richmond Road S.W.)*
- o 24 Street S.W. (between 17 Avenue and Crowchild Trail S.W.)*
- o 24 Street S.W. turn from Crowchild TrailS.W.*
- o 24A Street S.W. (between 17 and 19 Avenues S.W.)*
- o 25 Street S.W. (between 17 and 19 Avenues S.W.)*
- o 25A Street S.W. (between 17 and 19 Avenues S.W.)*
- o 19 Avenue S.W. (between 24 and 25A Streets S.W.)*

*Proposed

NOTE: The proposed collector roads may require the posting of parking restrictions or, depending on the eventual density and form of redevelopment, reconstruction to widen the pavement within the existing right-of-way.

Local Roads:

- o 20 Avenue S.W. (between Richmond Road and Crowchild Trail)*
- o All other community streets.

*Proposed to be downgraded from collector to local.

Truck Routes:

- o Crowchild Trail S.W.
- o 17 Avenue S.W.
- o 33 Avenue S.W. (between and 30 Street S.W. and 19 Street S.W)

5.3.2 The Transportation Department and the Planning & Building Department should monitor development in the multi-unit residential area between 17th and 19th Avenues west of Crowchild Trail to determine whether this portion of the community is being negatively affected by traffic generated by new developments in this area.

5.3.3 Residential Parking Zone "O" which relates to the area around the Alberta Children's Hospital and restricts parking on the adjacent residential streets shall continue to apply.

5.3.4 The Southwest Roads Study shall be amended by the replacement of the full road and lane closures by partial closures at the intersections of 24A, 25 and 25A Streets and adjacent lanes on the south side of 17 Avenue S.W.

RICHMOND

MAP No 6

TITLE
TRANSPORTATION SYSTEM

LEGEND

- Freeway or Expressway
- Major Road
- Collector Road
- Proposed Collector Road
- Proposed Local Road
- Right Turns Only
- All Turns Permitted
- One Way Road
- Community Boundary

DATE
MARCH 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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0 160m 320m

5.4 Implementation

To implement the transportation policy, the following actions are required:

5.4.1 The Planning & Building, Transportation and Engineering Departments will monitor redevelopment as outlined in 5.3.2 above. Should negative impacts be identified, alternatives to rectify the situation will be explored. These alternatives could include the closure of 24A, 25 and 25A Streets and adjacent lanes along the south side of 19th Avenue S.W.

5.4.2 Any road and lane closures which may result from the monitoring study outlined in 5.4.1 above will only be undertaken after consideration of the impacts on the Killarney-Glengarry community.

5.4.3 The Transportation Department, in consultation with the 33 Avenue businesses and the Richmond and South Calgary communities, will prepare an operations plan for 33 Avenue S.W. The majority of the elements of the operations plan are located in South Calgary, however they would have an equal impact on the Richmond community. Implementation of the operations plan can either be triggered as development occurs or at the initiation of the communities and businesses whichever is appropriate. The cost of any improvements will be financed through normal City Policy.

5.4.4 A potential problem with traffic volumes that exceed the acceptable maximum number of vehicles for the collector standard road of 33 Avenue could result even though the commercial centre proposed for the 33 and 34 Avenue and 20 Street area represents a lesser amount of development than the designation allows. Therefore the Transportation and Planning & Building Departments will monitor this situation as development occurs. Amendment to the A.R.P. would be considered should problems arise in this regard.

5.4.5 The Southwest Roads Study shall be amended by the replacement of the full road and lane closures of 24A, 25 and 25A Streets S.W. and adjacent lanes on the south side of 17 Avenue S.W. by the partial closures outlined in 5.3.4.

5.4.6 Changes to By-law 3M85, the City of Calgary Transportation System By-law, as set out in Section 5.3.1 will be prepared by the Transportation Department.

RICHMOND
Supporting Information

March, 1986

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Supporting Information.
Preface

This section provides background information to the Richmond Area Redevelopment Plan (A.R.P.). Its purpose is to describe the context within which the planning proposals of the A.R.P. have been formulated. However, this section is not a part of the Area Redevelopment Plan and, therefore, has no legal status.

1.0 Approach to Planning and Planning Implications

1.1 APPROACH TO PLANNING

Richmond is a good example of a community that has completed the first stage of its neighbourhood life cycle.

As the community has matured, children have left home, while a majority of their parents have stayed in the community and retained ownership of their dwellings. Random low-density infill has replaced some deteriorated single-family dwellings and some single-family dwellings have been converted to two-family dwellings. At the same time, only a small number of young families with school age children have moved into the area resulting in a continuing decline in school enrollment.

These trends are verified by the following facts:

- a high proportion of people in the 65+ age group compared to the city as a whole,
- a very low proportion of children in the 0 to 14 age group compared to the City as a whole,
- a large number of owner-occupied single-family dwellings, and
- an above average length of time that people have lived in the area.

The intent of the Richmond A.R.P. is to maintain and improve the present character of the community, and to the extent possible, attract young families with children back into the area. This is to be accomplished through the encouragement of: a combination of residential conservation, rehabilitation and infill; a range of residential dwelling choices; revitalized and viable commercial areas; and, improvement in the quality of open space and recreational activities.

Richmond's role in the Inner City/Inner Suburb area should continue to be one of providing for an environment of low-density residential and local and general commercial uses. (Note: Reference should be made to Map 7 - Proposed Land Use District Map, throughout the review of this Section).

1.1.1 Residential Land Use

The following sets of policies are aimed at offering a balance of residential dwelling options to a wide range of potential residents. However, particular emphasis has been placed on dwelling forms that are attractive to young families. The intent of this approach is to stabilize the community physically as well as demographically with the ultimate aim of re-establishing the community's family-oriented nature.

Conservation and Infill Policy
(R-1, R-2 Districts)

The Plan proposes a reaffirmation of the conservation policy of the Inner City Plan providing for the retention of the existing character and quality of the area through the conservation and rehabilitation of existing housing while allowing for low-scale compatible infill development.

Thus, the majority of the two existing Single-detached and Low Density Residential districts of R-1 and R-2 are recommended for retention.

R-1 (Residential Single-Detached)

The area bounded by Richmond Road S.W. on the north, Crowchild Trail S.W. on the east and 33 Avenue S.W. on the south and the area north of 20 Avenue S.W., bounded by Crowchild Trail, 17 Avenue S.W. and Richmond Road are stable residential areas containing housing in good condition and both areas should retain the existing R-1 designation.

It is recommended, however, that the existing R-1 area bounded by 17 Avenue on the north, 24 Street on the west and Crowchild Trial on the south and east, be redesignated to the P.S. (Public Service) District. These lands contain the H.M.C.S. Tecumseh naval training centre, and the P.S. district would provide more appropriate rules and guidelines for future anticipated reconstruction and general operation of the site than under the existing R-1 district.

In addition, the P.S. district would apply to the City-owned lands on the west side of Richmond Road. This would allow for the lease of the land for parking lot use to serve the Alberta Children's Hospital parking needs which would help to lessen the existing parking impact on the streets of adjacent residential areas. The district would provide more appropriate rules for landscaped and screened yards, paved parking and controlled access to ensure compatibility with the adjacent residential area to the west.

R-2 (Residential Low Density)

The retention of the majority of the existing R-2 district throughout the area provides for the best opportunity to re-establish a family orientation to the community. This district allows for the retention of single-family dwellings, conversion of existing single-family dwellings to two-family dwellings, duplexes and 7.5 metre (25 foot) lot infill development. To ensure compatibility of proposed infill development with existing dwellings a set of design guidelines is recommended. The guidelines would be applied by the Approving Authority in the review of discretionary development permit applications for infill development.

The half-block bounded by 19 Avenue S.W. on the north, 20 Avenue S.W. on the south and adjacent to the west side of Crowchild Trail S.W. is recommended for redesignation from R-2 to the RM-4 (Residential Medium Density) district due to its direct exposure to the recently upgraded Crowchild Trail. The City-owned site at the south end of this block is recommended for a density maximum under the RM-4(75) district due to its odd shape and restricted access from the cul-de-sac of 20 Avenue. As with the previously mentioned half-block to the immediate north this block must comply with the City Council approved Surface Transportation Noise Policy Guidelines.

Low Density Policy (RM-2 and D.C.(RM-2) District)

The aim of introducing a low density multi-dwelling policy is to encourage an improvement in residential quality and character, as under the conservation and infill policy, while simultaneously providing for low-profile family-oriented redevelopment. In addition to single and two-family dwellings, small multi-dwelling infill projects containing townhouse or stacked townhouse units would be appropriate. Maximum density would not exceed 75 units per hectare (30 units per acre).

The RM-2 district is applied in two instances: to several properties on the north side of 27 Avenue S.W. west of 20 Street S.W., presently designated RM-4, and to two half blocks to the west side of Crowchild Trail S.W. located on 24A Street between 21 and 25 Avenues, presently designated R-2. It should be noted that the two half blocks west of Crowchild Trail require a D.C. (RM-2) designation because technically the Land Use By-law does not provide the use of RM-2 west of Richmond Road. It is felt that such a restricting line arbitrarily splits the community and that the use of RM-2 west of Crowchild and within Richmond is appropriate.

In both of the above areas it is felt that low profile redevelopment would provide a more appropriate transition area than under the existing land use district. In the case of 27 Avenue, RM-2 development would provide a transition between the RM-4 and local commercial on 26 Avenue S.W. and the conservation and infill area to the south. In the case of 24A Street, D.C. (RM-2) provides a reasonable buffer area between Crowchild Trail and the conservation and infill area to the immediate west. As with any other proposed development adjacent to Crowchild Trail it must comply with the City Council-approved Surface Transportation Noise Policy Guidelines.

Medium Density Policy (Rm-4, RM-5 District)

The plan proposes retention of the existing RM-4 and RM-5 medium density districts which typically provide for apartment forms of development at 148 units/ha (60 units/acre) and 210 units/ha (85 units/acre) respectively. However, development of a wider variety of housing forms,

such as triplexes, fourplexes and townhouses, in combination with specific guidelines to encourage family-oriented accommodation, is also encouraged. Expansion of these areas is discouraged.

Several RM-4 properties located in the block bounded by 21 and 22 Streets S.W., 33 Avenue S.W. on the south and the lane immediately north of 33 Avenue S.W. are recommended for the application of a commercial transition policy. The existing RM-4 district will apply until such time as landowners apply for a C-1 (Local Commercial) designation in compliance with the policies of the proposed 33 Avenue S.W. commercial centre as described in Section 2.2.3.2.

One 17 Avenue RM-4 site has been recommended for redesignation to C-3(23) General Commercial to provide continuity of use in this area.

High Density (RM-6 District)

This district provides for up to six storey apartment development at 321 units/ha (130 units/acre). There is only one recently developed RM-6 property in the community and while it is recommended for retention, expansion of this area, or the addition of other RM-6 areas to the community, is discouraged due to the non-family nature of such development.

1.1.2 Commercial Land Use

The intent of the proposed commercial policies is to clearly establish the extent of the commercial areas, while encouraging the provision of a range of local and general commercial uses. These uses would serve the immediate neighbourhood as well as the regional areas served by the two cross-city links of 17 and 33 Avenues.

Local Commercial (C-1 District)

The following policies provide for the stabilization and revitalization of the community's commercial areas. These policies are intended to complement the residential policy strategy by providing a strong community retail base.

All of the existing C-1 sites are recommended for retention, with the exception of the two sites located on 24 Street S.W. between 22 and 23 Avenues S.W. For the time being the C-1 designation is recommended for retention, however, due to its location and access problems its continued viability is questionable. Therefore, a residential transition policy which would provide for future owner initiated redesignation to the more appropriate low density residential district of RM-2 is recommended. In addition to providing for low density multi-dwelling development, the RM-2 district would allow community related uses, such as child care or senior citizen facilities, to be developed, should the opportunity arise.

The Inner City Plan policy which provides for local commercial development, with primarily an automobile orientation, is reaffirmed for the north side of 33 Avenue S.W., between 20 and 21 Streets S.W. This area forms part of a larger "commercial centre" containing the properties on both sides of 33 Avenue S.W. and the north side of 34 Avenue S.W., between 19 and 21 Streets S.W., thus straddling the Richmond and South Calgary/Altadore community boundaries.

The intent of the "commercial centre" is to encourage a revitalized commercial core central to the two communities. The centre provides for local commercial uses on the north side of 33 Avenue that would not negatively affect, either in mass or scale, the low density residential development across the lane to the north. In addition, it provides for general and local commercial uses on the south side of 33 Avenue which are compatible with the medium density residential to the immediate south. By encouraging the concentration of a wide variety of commercial uses, in what is felt to be a viable location, these policies will simultaneously discourage commercial redesignations in other less appropriate areas of both communities.

General Commercial (C-3 District)

The existing C-3 district, which presently applies to 17 Avenue, provides for a wide range of commercial retail, office and mixed-use development up to a maximum density of 3.0 F.A.R. at 46 metres (150 feet). These existing C-3 properties have not developed to near the maximum potential of the district, while low and medium scale residential development has grown around them. However, general commercial uses are still appropriate in this area due to their location along a major thoroughfare.

Building and site development guidelines and a height modifier of 23 metres (75 feet) under the C-3 district has been applied to 17 Avenue S.W. This would ensure compatibility between future commercial development and adjacent residential dwellings, while continuing to recognize a variety of commercial uses which serve areas beyond the immediate community. As a result, development in the medium density and mid-rise form is encouraged.

The C-3 designation is, at the present time, recommended for retention on the site located on 24 Street S.W. immediately north of 26 Avenue S.W. However, due to access and visibility problems and the residential nature of the surrounding area a residential transition policy allowing for owner-initiated redesignation to the R-2 district is recommended.

The only C-3 site on the north side of 33 Avenue, and thus located in the centre of the local commercial portion of the "commercial centre", is recommended for redesignation to the C-2(12) district. The intent of including the C-2 district within a largely C-1 area is to provide for flexibility in use and density, while ensuring that the scale and use of any new development complies with the local commercial intent of this portion of the "commercial centre."

1.1.3 Other Land Uses

Institutional Land Use (P.S. District)

Two large regional institutional uses are located in the community: the H.M.C.S. Tecumseh Naval Reserve Training Centre and the Alberta Children's Hospital. To ensure accommodation of existing and future development, while providing policies that ensure the compatibility of these facilities with neighbouring uses and the community as a whole, the P.S. (Public Service) district will replace the R-1 designation presently applying to the H.M.C.S. Tecumseh site and will continue to apply to the hospital site.

Existing institutional uses, such as churches and child care centres, are considered appropriate within residential areas and have, therefore, retained their existing land use designations.

D.C. (Direct Control)

Those D.C. sites which are considered not to conflict with the intent of the proposed policies for adjacent and surrounding properties are recommended for retention. D.C. sites, which either conflict with the proposed policies of the area around it or have not been developed under the D.C. guidelines, are recommended for redesignation to a district which meets the policy intent of the area.

1.1.4 Open Space and Recreation Facilities

At present the Richmond community is considered to have a high rating in terms of the quantity and quality of open space. However, school related open space, which forms a substantial portion of the amount of usable open space area, is a concern, in that three of the community schools were considered for closure in 1985, while the remaining school has already been closed. Furthermore, preliminary investigation has identified the need to improve a number of open space areas and facilities to better serve the needs of the community.

The policies proposed encourage the improvement in the quality of sites, facilities and recreational activities through a program of selective site and facility ugprading. The identified sites include: the 20 Street and 22 Avenue park, the Richmond Sunken Gardens Park, and the community lease site containing the community hall. In relation to the community lease site, a feasibility study concerning the site and existing building is to be prepared by the Planning & Building and Parks/Recreation Departments. The study will examine the problems associated with the site and recommend site and building solutions together with funding options and an appropriate implementation program.

1.1.5 Transportation and Parking

The Plan proposes the retention of a majority of existing roadway designations; however, a selected number of revised road designations and road and lane closures are proposed to ensure the controlled flow of traffic and a minimum of on-street parking congestion that could be generated by intense residential, commercial and institutional uses.

The two areas where proposed policies encourage greater residential and commercial density and, therefore, require corresponding new transportation policies are:

a) The area bounded by 17 and 19 Avenues S.W. and 24 and 25A Streets S.W., as previously indicated in Sections 1.1.1 and 1.1.2. This area is recommended for medium density residential and general commercial development. To separate this area from the adjacent conservation and infill area to the immediate south, all roads in the area should be upgraded to collector standard, with right turns only allowed to all roads and lanes at 17 Avenue S.W., and

b) The Richmond portion of the recommended "commercial centre". Dependent on the elements of the upgrading plan chosen for implementation and the timing of implementation, together with the form and density that development takes, certain traffic management schemes such as restricted turns or closures may be required.

With respect to low and medium density residential development, experience in other inner city and inner suburb communities indicates that an increase in the amount of the minimum number of parking spaces provided in such developments is necessary to alleviate on-street parking problems. Therefore, the A.R.P. proposes a minimum of 1.25 resident parking spaces and .15 visitor parking spaces per dwelling unit in RM-2 districts and the provision of .15 visitor spaces per dwelling unit in addition to the Land Use By-law minimum in RM-4 and RM-5 districts.

1.2 DEVELOPMENT POTENTIAL

The following estimates are based on the development of the community to full potential within each of the land use districts and do not reflect likely population trends within the community over the life of the plan.

1.2.1 Population Potential

Full development under the proposed residential policies could accommodate a total theoretical population of 7100 persons living in 3334 dwelling units.* This would be an approximate 65 percent increase over the present population of 4282 living in 2058 dwelling units resulting in a density of 44 units per net hectare (18 units per net acre) in the residential portions of the community. However, as noted above a figure considerably below this should be anticipated as being reasonable. Further population could also be accommodated within areas designated for commercial use; however, such a figure has not

been included in the above totals due to the fact that commercially designated areas are unlikely to become receptors of a large residential population.

1.2.2 Commercial Potential

Full development under the proposed commercial policies could result in 26,616 m^2 (286,500 square feet) of commercial floor space,** compared to the 9,011 m^2 (97,000 square feet) presently developed in the Richmond community; a potential increase of approximately 195 percent. Again, as in the case of the residential projections, the actual figure attained is likely to be substantially less than this theoretical estimate.

*The following assumptions are made in estimating population potential:

(1) That existing non-apartment structures will be redeveloped to the maximum permitted density;

(2) That existing apartment uses do not redevelop, and

(3) That occupancy rates similar to existing rates will occur in new developments.

**The following assumptions are made in estimating commercial floor space potential:

(1) That all sites will be developed to the maximum permitted density, and

(2) That all development occurs as retail/office space with no residential component.

2.0 Community Profile

2.1 Community History

Richmond is located on land that was annexed to Calgary in 1907 and 1910. Subdivisions have occurred from the time of those annexations to the end of the 1950's. A small number of houses were developed following annexation; however, the overwhelming majority of residential development occurred during the 1950's. The community is situated in the area categorized by the Calgary General Municipal Plan as the Inner Suburbs and was formerly considered to exhibit characteristics of the Inner City, as identified by the 1979 Inner City Plan.

The dominant housing form within the community is the one storey, stucco bungalow located on a 15 metre (50 foot) lot. Some conversion to two-family dwellings has occurred since the 1950's. Additionally, a small number of 15 metre lots have been redeveloped to create two 7.5 metre (25 foot) lots for single-family infill dwellings. Apartment redevelopment has been limited to a few areas adjacent to 17 Avenue, 33 Avenue and Richmond Road S.W.

The majority of commercial development is located along 17 and 33 Avenues S.W. and serves a local function, while smaller pockets of commercial development are scattered throughout the community.

2.2 Existing Land Use Districts

Map No. 8 indicates the land use designations which presently apply to land in the Richmond community.

The majority of Richmond is designated R-2, Residential Low Density District supplemented by two portions of the R-1 Residential Single-Detached District located in the north and south-west portions of the community. These districts are restricted to one and two family dwellings. Medium to high density residential designations which allow for apartment buildings, including Senior Citizen projects, townhouses and fourplexes, are located adjacent to major and collector standard roads within the area. These districts include the RM-4 and RM-5 Residential Medium Density Multi-Dwelling Districts and the RM-6 Residential High Density Multi-Dwelling District.

Commercial land use districts include the C-1 Local Commercial District, and the C-3 General Commercial District.

The remainder of the community is designated as follows: the Alberta Children's Hospital is under the PS - Public Service District; 6 sites are within the PE - Public Park, School and Recreation District, 8 sites are designated D.C. - Direct Control District - with specific uses and guidelines, as indicated in Table 1 and Map No. 9.

RICHMOND

MAP No. 9

TITLE EXISTING DIRECT CONTROL DISTRICTS (as of April 1985)

LEGEND

- Community Boundary
- 6 DC Site Number (See Table 1)

DATE MARCH 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.1mi 0.2mi
0 160m 320m

TABLE 1 - EXISTING DIRECT CONTROL DISTRICTS			
SITE NO.	AMEND. NUMBER	RECLASSIFICATION/REDESIGNATION DATES	APPROVED USE
1.	DC 68	February 5, 1973	31 unit apartment.
2.	DC 93	May 16, 1973	C-1 guidelines for take-out restaurant/residential accommodation.
3.	DC 238	August 12, 1974	C-1 guidelines - gas bar
4.	DC 500	January 11, 1977	30 unit senior citizens apartment.
5.	DC 895	November 12, 1979	20 unit senior citizens apartment.
6.	DC 80Z82	June 14, 1982	48 unit apartment.
7.	DC 168Z82	September 20, 1982	7 storey office building.
8.	DC 59Z84	September 10, 1984	R-2 guidelines for a church parking lot.

2.3 Existing Land Use

The generalized land use pattern is illustrated in Map No. 10 and the land use distribution is illustrated in Figure No. 1. Richmond comprises 169 gross hectares (416 gross acres) of land. The net area (not including roads and rights-of-way) is 112 hectares (276 acres).

Residential

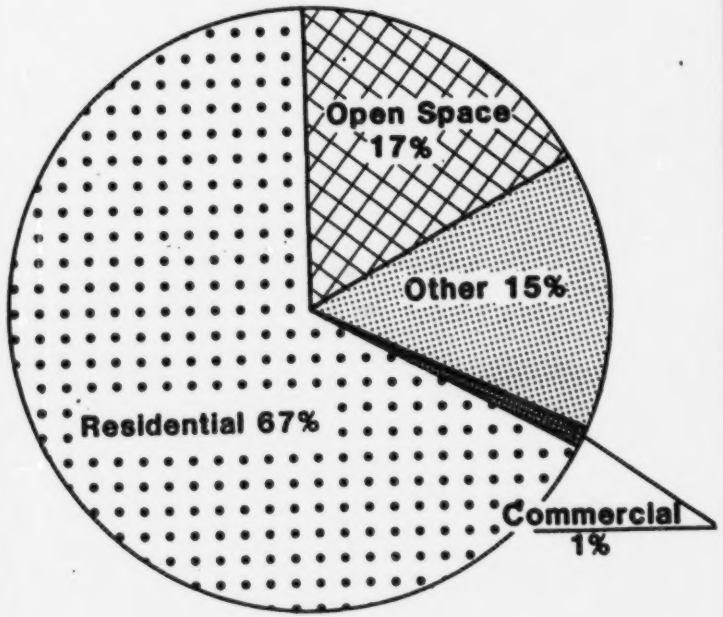
Residential land use is the largest land use component and is dominated by single-family and two-family dwellings. There is a small percentage of multi-family dwellings in the community.

75 net hectares (185 acres) are used for residential purposes. Within this residential area 4282 persons reside in 1935 dwelling units which amounts to a density of 26 units per net hectare (10 units per net acre).

Commercial

Local commercial uses, represented by small shopping centres which provide a wide range of personal service, automotive service and retail businesses, are distributed throughout the community. There are two general commercial strip areas located along 17 and 33 Avenues, containing one and two storey office and retail developments.

Fig. 1 1981 LAND USE DISTRIBUTION



*does not include roads and rights of way

MAP No 10

RICHMOND

TITLE
GENERALIZED LAND USE

LEGEND

- Predominantly Single Family/ Duplex
- Mixed Houses and Apartments
- Commercial
- Institutional
- Open Space
- S Schools
- Community Boundary

DATE
MARCH 1986

THE CITY OF CALGARY

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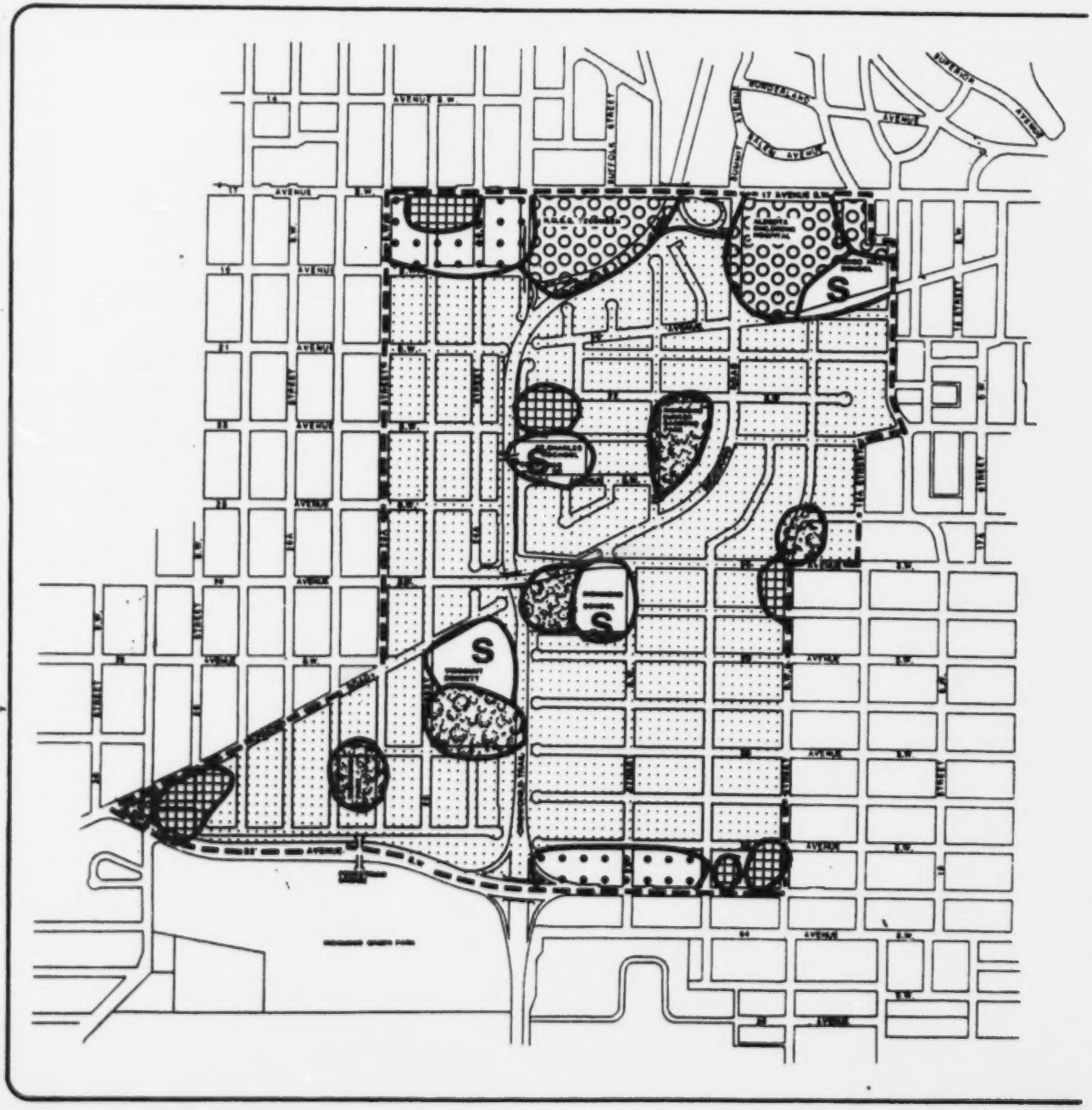

Institutional

There are two large regional institutional use sites located in the community: the H.M.C.S. Tecumseh Naval Reserve Training Centre (under the Federal Government Department of National Defence) and the Alberta Children's Hospital; both located on 17 Avenue S.W.

Open Space, Recreation and School Facilities

Richmond has six local park and open space sites and four school sites within its boundaries comprising 13.035 ha (32 acres); (Table 2 and Map No. 11). This is 8 percent of the total community area. In addition, there are 5.6 ha (14 acres) of visual relief and urban buffer area primarily adjacent to roadways. There are no regional parks in the immediate vicinity of the Richmond community.

Of the 18.633 ha (46 acres) of total open space area, 9.866 ha (24 acres), or 53 percent is usable recreational open space. Of the 9.866 ha, 5.326 ha (12.88 acres), or 63 percent, is school yard space. 82 percent of the school land is not designated PE under the Land Use By-law.

TABLE 2 RECREATION/OPEN SPACE AND SCHOOL SITES

SITE	LOCATION	DESIGNATION	SIZE	FACILITIES
1. Knob Hill School (Public School)	20 Avenue & 19A Street S.W.	PE	1.619 ha (3.98ac)	40% building/parking lot; 60% open space comprised of children's play equipment and play fields/ areas; potential future closure.
2. 22 Avenue and 20 Street S.W. Park		R-2	.117 ha (.29 ac)	100% passive; landscaping and park bench.
3. Knob Hill Park	26 Avenue and 20 Street S.W.	PE	.684 ha (1.68ac)	Primarily passive; landscaped; children's play area.
4. Richmond Sunken Gardens Park	Richmond Road and 22 Street S.W.	PE	1.659 ha (4.08ac)	25% active; 75% passive; mature landscaping; children's play equipment.
5. St. Charles School (Separate School)	2412 Crowchild Trail S.W.	R-2	.983 ha (2.4 ac)	50% active area; presently closed and vacant; until Fall 1984 leased to Calgary French school.
6. Community Lease	Crowchild Trail and 26 Avenue S.W.	PE	1.097 ha (2.7 ac)	Community Association hall; storage building; baseball diamond; field sports area; winter hockey rink.
7. Richmond School (Public School)	2701 - 22 Street S.W.	R-2	1.59 ha (3.9 ac)	65% active area; playfield areas; potential future closure.
8. Viscount Bennett School (Public Junior/Senior High School)	2519 Richmond Road SW	R-1	4.213 ha (10.4ac)	65% active area; baseball and soccer fields; potential closure and conversion to teaching/ continuing education centre.
9. 30 Avenue and 22 Street S.W. Park		R-2	.166 ha (.4 ac)	100% active area; children's play equipment; recently upgraded landscaping.
10. Richmond Park	30 Avenue and 26 Street S.W.	PE	.907 ha (2.23ac)	100% active; children's play equipment; mature landscaping.
11.	Intersection of 32 Avenue and Richmond Road	R-1		Grassed, some trees
12.	North of 32 Avenue SW	PE		Grassed

RICHMOND

MAP No. 11

TITLE
EXISTING OPEN SPACE

LEGEND

- Park/ Open Space
- School
- 5 Site Number (See Table 2)
- Bikeway
- Community Boundary

DATE
MARCH 1986

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0 0.1mi 0.2mi
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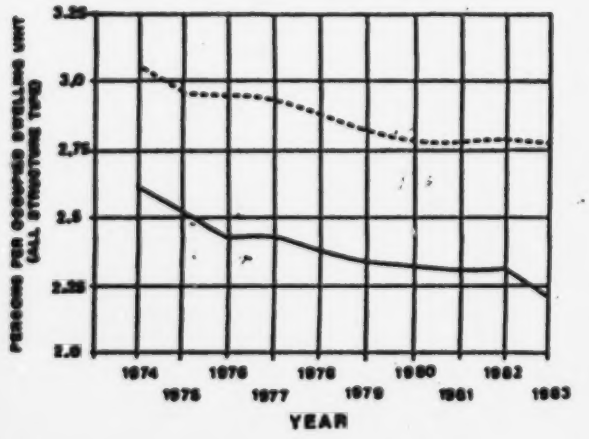
2.4 Demographic Characteristics

The main elements shaping Richmond's demographic structure are:

- o a large population of 45-64 year olds and senior citizens, and
- o a very low child population.

Fig.2 OCCUPANCY RATE



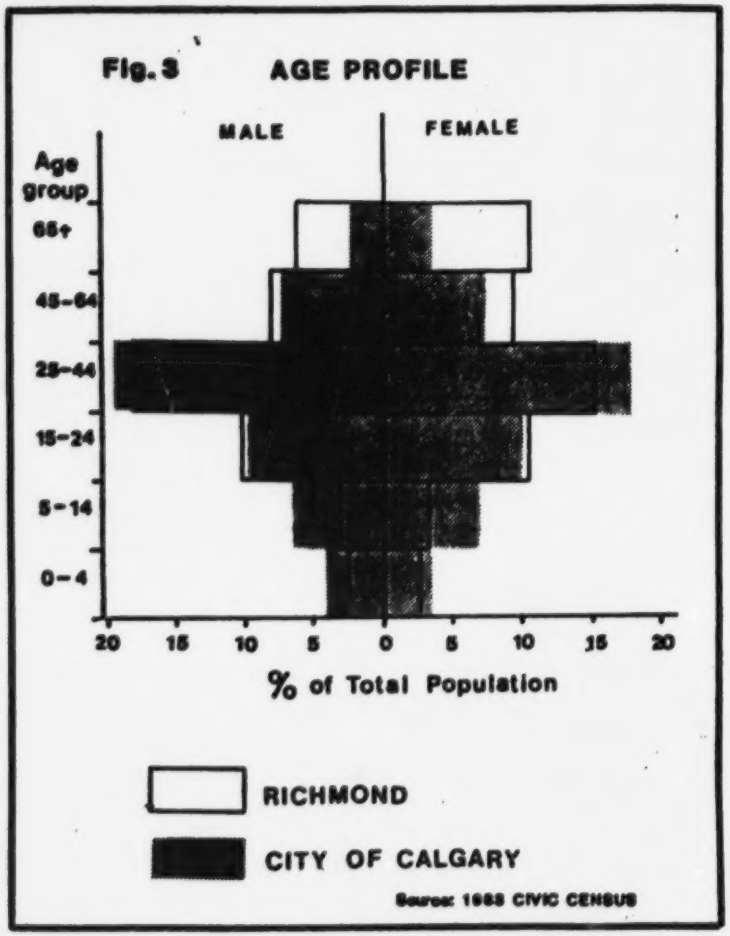
Source: 1983 CIVIC CENSUS

Population and Occupancy Rate

Richmond's overall occupancy rate declined 16% from 1974 to 1983 (2.64 to 2.21 persons per dwelling unit), significantly higher than the City as a whole, which declined 9% (3.04 to 2.76 persons per dwelling unit), (Figure No. 3). This decline has been steady, and while the total number of dwellings has gradually increased from 1906 in 1974 to 2065 in 1984, the total population has declined 11% from 4832 in 1974 to 4282 in 1983.

Age Structure

Richmond's age structure is similar to Inner Suburbs communities having a large concentration in the 65+ age group and a substantially small population within the 0 to 15 age group. Furthermore, in contrast to Inner City communities, which tend to have a large concentration of people in the 20 to 29 age group, Richmond has an average number in this group and a below average number in the 30 to 44 age groups. A comparison of Richmond age profile over the last 10 year period shows a continual, steady increase in the proportion of people in the 65+ category, as well as an increase in this proportion in relation to the City average.



Housing Structure and Population

As indicated in Figure No. 4, single-family housing is by far the most predominant housing type in Richmond, followed by converted dwelling units. Figures No. 5 and No. 6 indicate respectively: a very slow gradual increase in the number of dwelling units in the community, and that the biggest population decrease has occurred in single family dwellings. These trends relate directly to children leaving home, while parents remain as the community continues to mature. Furthermore, a large number of owner-occupied single-family dwellings - 83.2% in the 1983 Civic Census (City average - 88.8%), in combination with a large percentage of people living in the community in excess of 10 years - 47% - 10+ years; 30% - 2 to 10 years, (as tabulated from the Richmond Community Survey) indicates the stability of the community. It should be noted that the City average is affected by the large number of newer owner-occupied, single-family dominated suburban areas. Richmond exceeds the percentage of inner suburb owner-occupied single-family dwellings (83% vs. 79%) as well as that of the Inner City (83% vs. 72%).

Fig.4 1983 DWELLING UNIT MIX*

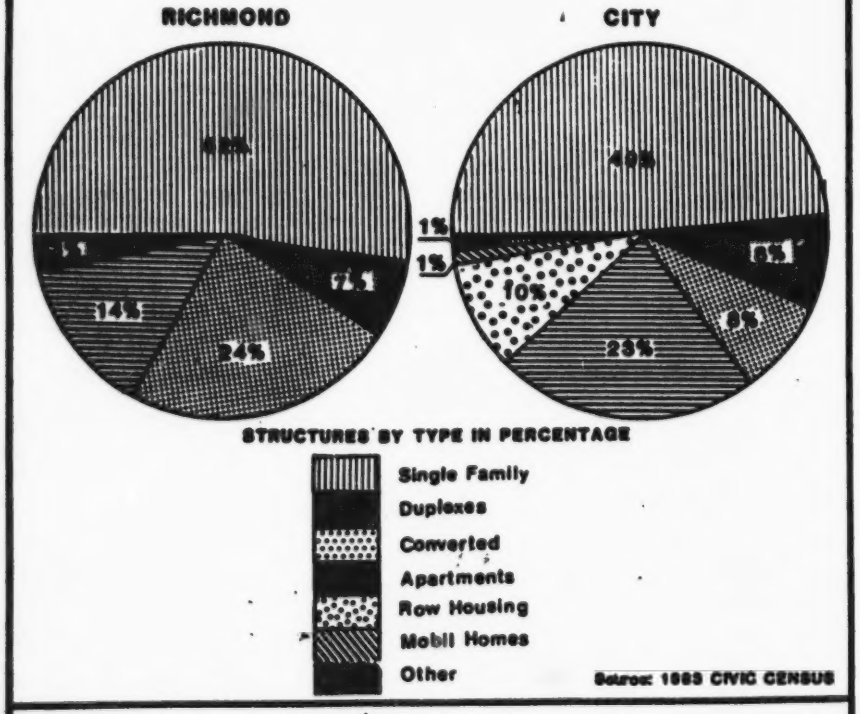


Fig.5 DWELLING UNITS (1974-1983)

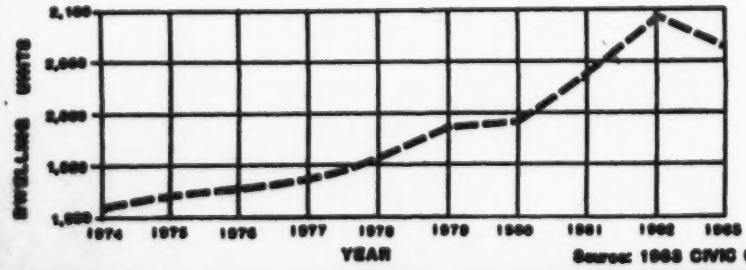
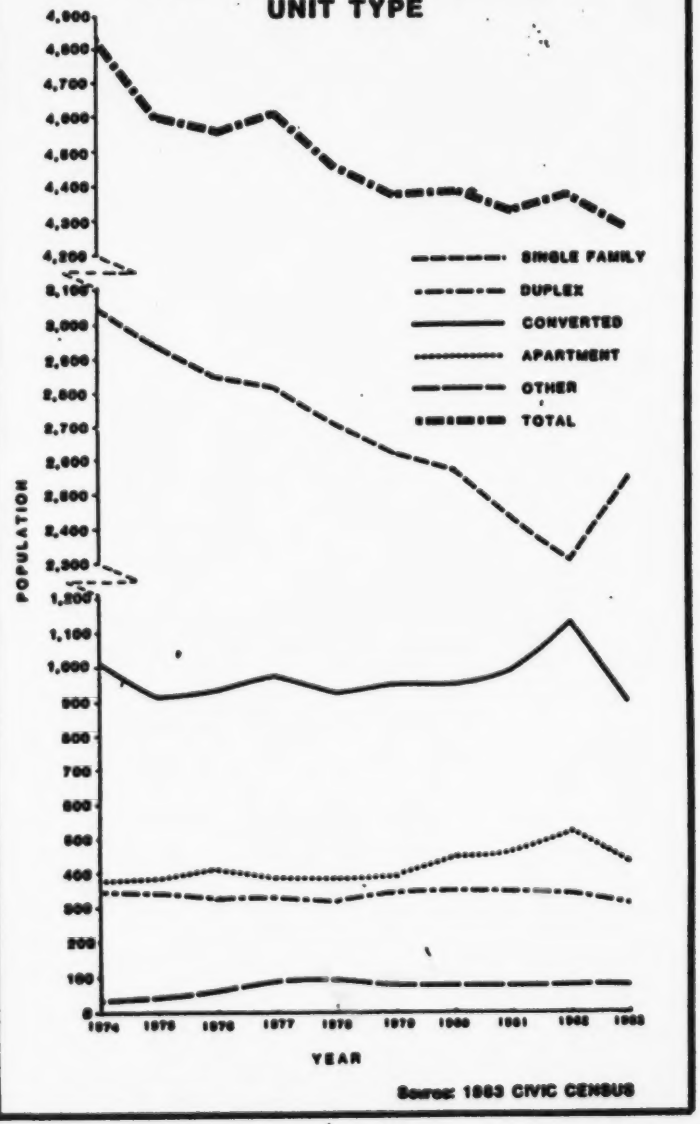


Fig.6 POPULATION BY DWELLING UNIT TYPE



2.5 Existing Transportation System

The existing transportation system is shown in Map No. 12.

The following eight bus routes serve the community:

#2 Mount Pleasant/Killarney
#6 Killarney/26 Avenue
#20 Heritage/Northmount
#94 Bankview
#106 Killarney/26 Avenue
#108 Blue Arrow
#111 Blue Arrow East/West
#112 Blue Arrow East

MAP No. 12

RICHMOND

TITLE EXISTING TRANSPORTATION SYSTEM (as of April 1985)

LEGEND

- Freeway or Expressway
- Major Road
- Collector Road
- Bus Route and Number (e.g. 63)
- Community Boundary

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3.0 Background to Policy Formulation

3.1 Planning Process

- November 30, 1982 - Letter to Richmond and South Calgary Community Associations from the Planning Department indicating commencement of A.R.P. for these communities and requesting preliminary discussions with community representatives.

- December 16, 1982 - Planning and A.R.P. process discussed at a meeting with Community Association representatives.

- January 20, 1983 - Second meeting with Community Association representatives sets A.R.P. study boundaries (all of Richmond and South Calgary/Altadore communities included). Open House date of February 19, 1983 is set.

- January 27, 1983 - Notification letter to 7 adjacent Community Associations, H.U.D.A.C., U.D.I. and B.O.M.A. announcing commencement of A.R.P. and invitation to an A.R.P. Open House for February 19, 1983.

- February 9, 12, 16, 18, 1983 - Advertisements concerning the Open House appeared in all Calgary newspapers.

- February 14, 1983 - Third meeting of Community Association representatives to finalize Open House arrangements and discuss the terms of reference and structure of a Community Planning Advisory Committee (C.P.A.C.).

- February 19, 1983 - Open House held at South Calgary Community Hall to discuss issues and concerns relating to the two communities. Approximately 150 people attended with 34 written responses to a Planning Department questionnaire received.

- March 28,1983 - Community Planning Advisory Committee was formed, composed of 20 interested citizens representing both communities (5 from Richmond, 15 from South Calgary/Altadore). Some 20 meetings were held between March 1983 and November 1984, with the C.P.A.C. acting in an advisory capacity to the Planning & Building Department.

NOTE: On November 3, 1983, a decision to separate Richmond/South Calgary A.R.P. into 2 A.R.P.'s was made, based on: the number and complexity of South Calgary/Altadore problems, and that the possible lengthy time required to deal with them would result in unduly delaying the Richmond portion of the A.R.P. C.P.A.C. meetings after this date involved only the Richmond members.

NOTE: On June 8, 1983 all businesses located on 33 Avenue were invited to attend the June 21, 1983 C.P.A.C. meeting to

discuss the future of this area. As a result of this June 21 meeting the 33 Avenue Businessmen's Association appointed a representative to the C.P.A.C.

- September 29, October 4, 25, 27 and November 1, 3 and 10, 1983 - Individual Block Meetings were held for any areas where a major change in land use was being considered. (The individual areas were identified at the September 13 and 20, 1983 C.P.A.C. meetings). 2 of the 6 areas were located in the Richmond A.R.P. area.

- October 1983 - Planning Department Community Survey Questionnaire delivered to one block in every ten blocks of the Richmond and South Calgary/Altadore communities. 76 written responses were received from the Richmond sample. The purpose of the questionnaire is to gain supplemental information to the C.P.A.C., Block and Open House meetings.

- February 1985 - Draft A.R.P. circulated and Open House held in Community Association building to inform residents and property owners of the proposals contained in the draft A.R.P. Approximately 125 people attended.

3.2 Issues and Concerns

Richmond Community issues and concerns described in this section are derived from the public participation program conducted from 1982 to 1984 as described in Section 3.1. It includes opinions gathered through an Open House, the Community Planning Advisory Committee, Block Meetings, a Community Questionnaire and discussions with the Richmond and South Calgary Community Associations.

3.2.1 General Considerations

Richmond exhibits the characteristics and trends which typify those communities that the Calgary General Municipal Plan categorizes as the Inner Suburbs. These characteristics include:

- Predominant land use of R-2 district and composed of small post-war bungalows used as single-family dwellings.

- Pockets of under-developed multi-residential land situated adjacent to major roads or commercial areas.

- Commercial strips designated C-1 or C-3 which are underutilized and primarily auto-oriented.

- Comparatively low population density.

- Age structure which has a low proportion of children and a high proportion of seniors.

Responses to the Community Survey (conducted in October, 1983) depicted trends and characteristics that ran parallel with those from the 1983 City of Calgary Census, namely: The below average

population of pre-school and school age children; well above average seniors population; a consistent population decline over the last 15 years, and a well above average number of single-family dwellings, a high percentage of which is owner-occupied.

The survey gave a further indication as to the stability of the population living in Richmond, as 47% of respondents had lived in the community for 10 years or more, while 30.3% had lived there from 2 to 10 years. 77% of the respondents indicated a willingness to stay in the community. The survey indicated that the five most common responses as to what people <u>like the most</u> about living in Richmond were:

1. The proximity to Downtown;
2. The availability of shopping facilities;
3. The proximity to place of employment;
4. The quietness of the neighbourhood, and
5. The feeling of safety in the neighbourhood.

The five most common reasons given for <u>disliking</u> living in the neighbourhood were:

1. Traffic noise;
2. No reason in particular;
3. The possibility of school closure;
4. The poor maintenance of houses and property, and
5. The pressures of redevelopment.

Additional concerns not included in the questionnaire, but expressed by residents, included:

1. Excessive traffic volumes and excessive speeding on certain streets in the community, especially Richmond Road and 26 Avenue.
2. Inadequate access from the community onto Crowchild Trail.
3. The need for additional off-street parking for the Alberta Children's Hospital.
4. The need for improved cleaning and maintenance of community streets, lanes and sidewalks.
5. The need for additional police patrols throughout the neighbourhood.
6. The need to encourage young families to locate in the community.
7. The need for more frequent bus service and an improved route system.

3.2.2 Land Use Considerations

Residential

Most people felt there was a need to draw families with pre-school and school age children into the community. There was a common feeling that through a combination of conservation and rehabilitation of existing low density dwelling units, young families would be attracted into the area. People were split, however, on the need or

desirability for single-family infill dwellings on 7.5 metre lots as a further option to young families.

In the community survey 54% indicated that they liked the single-family infill dwellings that had been developed in the community to date, while 42% indicated a dislike of them. There was an indication that the provision of design/ development guidelines would make infill development a more desirable option.

With respect to the condition of existing housing the community survey revealed that 50% of the respondents had made major repairs within the last 3 years, while 38% of those making repairs indicated that further repairs were necessary. Furthermore, it was indicated that the majority of those further repairs were not going to be carried out in the near future due to the lack of funds or fear of a decline in neighbourhood stability.

The majority of people were against the further introduction of multi-family dwellings into the area, regardless of whether or not they were in a townhouse or apartment form. On the other hand, there were people who felt that the existing multi-family areas provide a good transition between low density residential areas and busy thoroughfares while allowing for a variety of unit types and building forms.

Commercial

People were concerned with the location, quality and kinds of commercial uses available in the community. There was an indication of a need to curtail random commercial redevelopment and to clearly define the extent and nature that future commercial development should take. There was a strong feeling that the 17 Avenue commercial strip was underutilized, that the local commercial area between 22 and 23 Avenues at Crowchild Trail was no longer viable and that there was a need to introduce a recognizable pattern into the 33 Avenue area through the creation of a strong and attractive commercial centre.

Institutional

A number of people expressed that there was a need to ensure the provision of ample parking for the Alberta Children's Hospital and that the parking impact of the hospital on the surrounding residential areas should be held to a minimum.

3.2.3 Open Space, Recreation and School Facilities

While it was generally felt that the amount of open space provided in the community was satisfactory, there was concern as to the quality and variety of the existing sites. In particular, the Sunken Gardens park, the 22 Avenue and 20 Street open space and the community lease site were cited as requiring modification or upgrading. There was a great deal of concern expressed about the condition and location of the community hall and the need to relocate the facility to better serve the community.

3.2.4 Transportation

Roads

A great deal of concern was expressed with the impact of the upgrading of Crowchild Trail. In particular, dissatisfaction with restricted access from 26 Avenue onto Crowchild Trail north as well as the design and operation of the 33 Avenue - Crowchild overpass were the most common concerns. People also felt that the temporary barriers located at 24 Street and 19 Avenue should be made permanent to control shortcutting traffic from Crowchild Trail.

People felt that there were excessive volumes of traffic on Richmond Road and 26 Avenue and that speed limits throughout the community were not being observed.

Parking

The community survey revealed that there is a significant number of residents with three vehicles, but that by far the largest percentage of people have one or two vehicles. 80% of the respondents indicated that they had off-street parking with 64% using it always or most of the time. In addition, 80% indicated that there was little or no difficulty in finding on-street parking.

Concern was expressed with the future availability of parking for the 33 Avenue commercial area, as well as the parking congestion in the area around the Alberta Children's Hospital, in spite of the restricted parking zones.

3.3 Policy Direction

3.3.1 The Calgary General Municipal Plan

The approved growth strategy outlined in the Calgary General Municipal Plan (1978) indicates overall directions for change within the Inner City and Inner Suburbs. Richmond is categorized as an Inner Suburb community in the Plan, with such communities given the following policy direction:

> "3.3.6.1 ...It is particularly important that the character and integrity of the inner suburbs be protected. For the most part the inner suburbs are stable areas having a housing stock in good condition. Unwarranted intrusions of inappropriate land uses into these areas should be prevented wherever possible. In specific instances where there may be justification for some change in land use policy, such a change should be investigated through appropriate planning processes such as the area redevelopment plan process."

3.3.2 The Inner City Plan

The Inner City Plan (1979) recommends general policies to be used in the formulation of an Area Redevelopment Plan for Richmond. While one of the principal objectives of the Area Redevelopment Plan is to implement these policies, latitude exists in their application on a site specific basis provided that the general intent of the policies are adhered to.

Residential Land Use

The Inner City Plan recommends two general residential land use policies for Richmond (Map No. 13):

1. Conservation

"The intent within areas designated for conservation is to retain the existing character and quality of the area. These areas should function as stable family residential neighbourhoods. Portions of such areas should be preserved (protected from more intensive development), other parts may accept some new development so long as it respects and enhances the existing fabric of the community."

2. Medium Low Density

"This density range relates to existing R-2 - R-3 [R-2 - RM-4 under the Land Use By-law 2P80] land use classifications and would allow from 23 to 65 units per net acre. The intent is to provide a variety of housing opportunities with some emphasis on family accommodation. Fifty percent of the units should contain two bedrooms or more and have access to private open space at grade. Building form should respect the character of surrounding buildings. Single family, duplexes, fourplexes, row housing, stacked townhouses and walkups could be built in these areas."

It is important to note that the boundary chosen for the Inner City Plan area excluded approximately one-third of the Richmond community area, therefore providing no policy direction for the lands west of Crowchild Trail. However, due to the similar nature of those lands with no policy to those within the Inner City Plan study area, and the inclusion of Richmond in the Inner Suburb category of the Calgary General Municipal Plan, both plans have been used as a basis for providing policy and implementation direction.

Commercial Land Use

The Inner City Plan categorizes 33 Avenue S.W. as a "Local Auto Oriented Strip" between 26 and 21 Streets S.W., recommending the following policies:

The Inner City Plan study boundary does not include 17 Avenue west of Crowchild Trail. However, the commercial policies contained in the Plan have been used as a basis for formulating policy and implementation direction for future development of this strip.

It should be noted that the precise boundaries and extent of the above residential and commercial areas dealt with in the Inner City Plan are to be determined at the community level with the participation of local interest groups.

RICHMOND

MAP No. 13

TITLE
INNER CITY PLAN POLICIES

LEGEND

- Conservation
- Medium-Low Density Residential
- Medium-Low Density Residential and Local Commercial
- No Policy
- Community Boundary

Source:
THE INNER CITY PLAN(1979)

DATE
MARCH 1986

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PLANNING & BUILDING DEPARTMENT

0 0.1mi 0.2mi
0 160m 320m

Transportation

Inner City Plan

The Plan classifies Crowchild Trail, 17 Avenue and 33 Avenue as Primary Thoroughfares (the equivalent of the present terms of Freeway, Expressway and Major Road); 26 Avenue as a Secondary Thoroughfare (Collector Road), with the remainder of the community roads as Local Streets.

Crowchild Trail South Functional Planning Study

This study, approved by City Council on December 18, 1978, involved the upgrading of Crowchild Trail from 11 and 12 Avenue S.W. to Glenmore Trail S.W. The changes that affected the Richmond community involved:

- exit ramp from Crowchild Trail north at 17 Avenue S.W.
- Crowchild Trail widening to six lanes between

TABLE 3

Inner City Plan Commercial Land Use

CHARACTER	GENERAL GUIDELINES
1. Provision of goods and services catering to the needs of the surrounding neighbourhoods: e.g. o Food stores o Banks o Dry-cleaners o Hardware o Small shops and restaurants	1. Parking: o On-street parking not encouraged o Few public parking facilities required o Access to parking from the major street, not by means of laneways o restricted parking on adjacent residential streets.
2. Little sidewalk pedestrian movement or activity.	2. Low intensity land uses.
3. Typical user will stop at only a very few businesses; cars will be parked on site.	3. Very limited residential uses (oriented away from the major street).

38 Avenue S.W. and 17 Avenue S.W.
- o grade separation at 26 Avenue S.W.
- o construction of an interchange at 33 Avenue S.W.

All of this work was completed in 1983 as part of Stage 1 of the project. Approved future upgrading stages are not located within the community.

Southwest Roads Study

On June 26, 1979, City Council adopted the following recommendations for roads which would have an impact on the Richmond Community:

"That Council adopt the following plans and instruct the Administration to ensure that the right-of-way is protected for them.

> ...(b) Richmond Road/33 Avenue S.W. as shown in Exhibit 7 of the Southwest Roads Report and subject to change in the 33 Avenue section in accordance with the decision of Council on March 26, 1979 (OD79-13).
>
> (c) 17 Avenue S.W. as shown in Exhibit 6 of the Southwest Roads report."

The upgrading of 33 Avenue S.W., west of Crowchild Trail S.W., occurred in 1983 in conjunction with the Crowchild Trail upgrading. As indicated in Figure No. 12, 33 Avenue S.W. is classified as a major road west of Crowchild Trail and as a collector road east of Crowchild Trail. It should be noted, however, that Council subsequently amended this policy by redesignating 33 Avenue east of Crowchild back to collector road status.

The future upgrading plans for 17 Avenue S.W. include widening and dividing by boulevard as well as the closure of 24A, 25 and 25A Streets and the lanes between 24 and 24A, 24A and 25, 25 and 25A Streets. However, this A.R.P. recommends that the full closures at these roads and lanes be replaced by partial closures.

RICHMOND
Map No. 2
TITLE
LAND USE POLICY
LEGEND
Conservation and Infill
Low Density Residential
Medium Density Residential
High Density Residential
Local Commercial
General Commercial
Open Space/Recreation
Institutional
Transition Policy Applies
Community Boundary
DATE
March 1986
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
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RICHMOND
Map No. 3
TITLE
SITES REQUIRING IMPLEMENTATION ACTION
LEGEND
Site Location
Community Boundary
TEXT REFERENCE
Sites 1-10 See Section 2.1.4.6 (Residential)
Sites 11-15 See Section 2.2.4.5 (Commercial)
Sites 16-19 See Section 2.3.4.3 (Institutional)
Sites 20-24 See Section 3.4.1 (Open Space and Recreation)
DATE
March 1986
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
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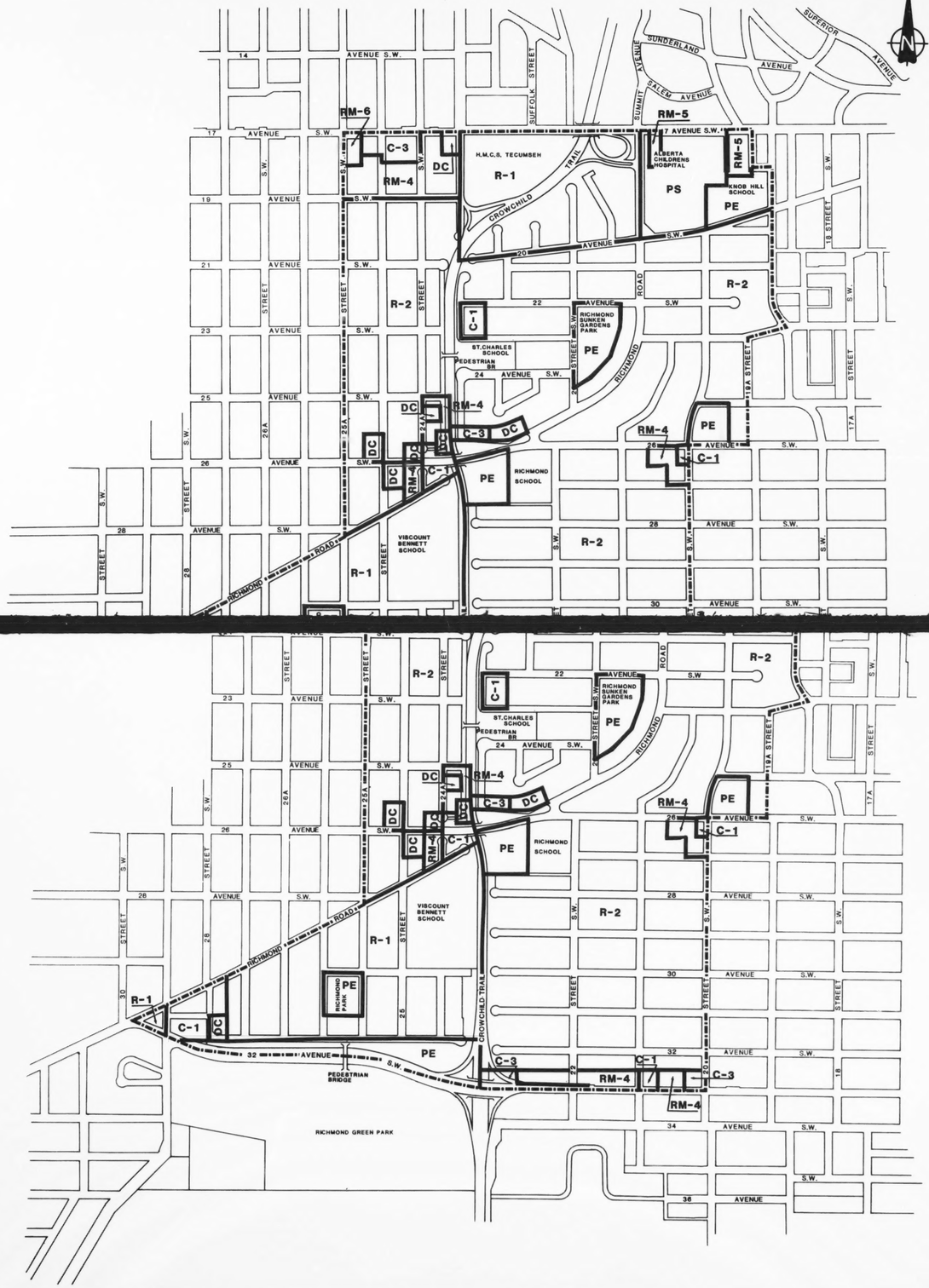
RICHMOND
Map No. 7
TITLE
PROPOSED LAND USE DISTRICTS
LEGEND
Community Boundary
Land Use District Boundaries
R-1 Residential Single-Detached
R-2 Residential Low Density
RM-2 Residential Low Density Multi-Dwelling
RM-4 (75) RM-5 Residential Medium Density Multi-Dwelling
RM-6 Residential High Density Multi-Dwelling
C-1 Local Commercial
C-3 C-3(12) C-3(23) General Commercial
PS Public Service
PE Public Park, School and Recreation
DC Direct Control
DATE
March 1986
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
3



RM-6
C-3
RM-4
DC
R-1
H.M.C.S. TECUMSEH
CROWCHILD TRAIL
RM-5
ALBERTA CHILDRENS HOSPITAL
PS
PE
KNOB HILL SCHOOL
R-2
C-1
RICHMOND SUNKEN GARDENS PARK
ST.CHARLES SCHOOL
PEDESTRIAN BR
RICHMOND SCHOOL
VISCOUNT BENNETT SCHOOL
RICHMOND PARK
PEDESTRIAN BRIDGE
RICHMOND GREEN PARK
SUNDERLAND AVENUE
SUPERIOR AVENUE
SALEM AVENUE
SUFFOLK STREET
SUMMIT TRAIL
RICHMOND ROAD
CROWCHILD TRAIL
17 AVENUE S.W.
20 AVENUE S.W.
24 AVENUE S.W.
26 AVENUE S.W.
28 AVENUE S.W.
30 AVENUE S.W.
32 AVENUE S.W.
34 AVENUE S.W.
36 AVENUE
14 AVENUE S.W.
17 AVENUE S.W.
19 AVENUE S.W.
21 AVENUE S.W.
23 AVENUE S.W.
25 AVENUE S.W.
26 AVENUE S.W.
28 AVENUE S.W.
30 AVENUE S.W.
16 STREET S.W.
18 STREET S.W.
19A STREET S.W.
17A STREET S.W.
25A STREET S.W.
26A STREET S.W.
24A STREET S.W.
22 STREET S.W.
20 STREET S.W.
18 STREET S.W.
N

RICHMOND

Map No. 8

TITLE **EXISTING LAND USE DISTRICTS (as of April 1985)**

LEGEND

- Community Boundary
- Land Use District Boundaries

R-1	Residential Single-Detached
R-2	Residential Low Density
RM-4	Residential Medium Density
RM-5	Multi-Dwelling
RM-6	Residential High Density Multi-Dwelling
C-1	Local Commercial
C-3	General Commercial
PE	Public Park, School and Recreation
PS	Public Service
DC	Direct Control

DATE
March 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 400' 800'
0 120m 240m